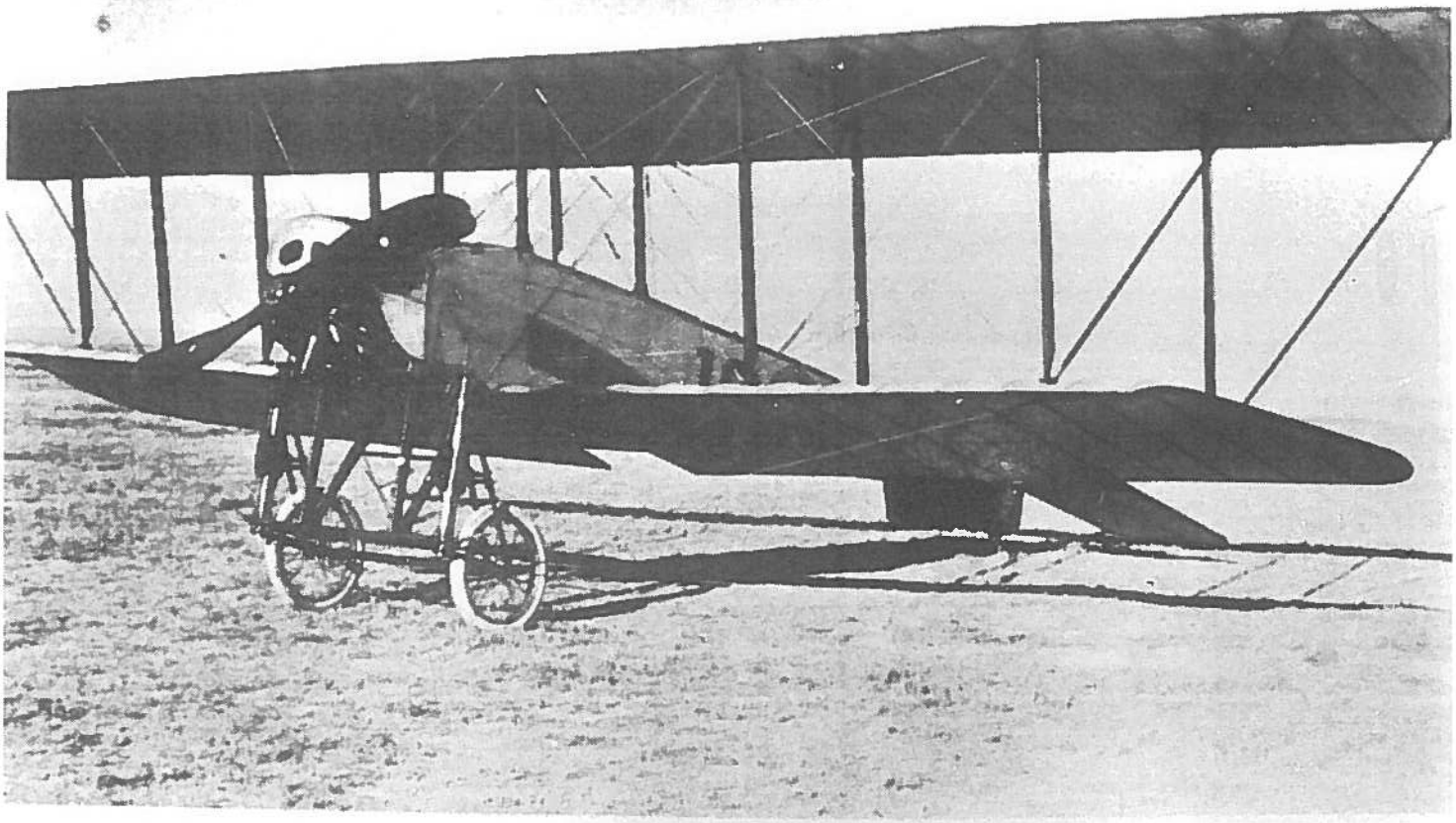
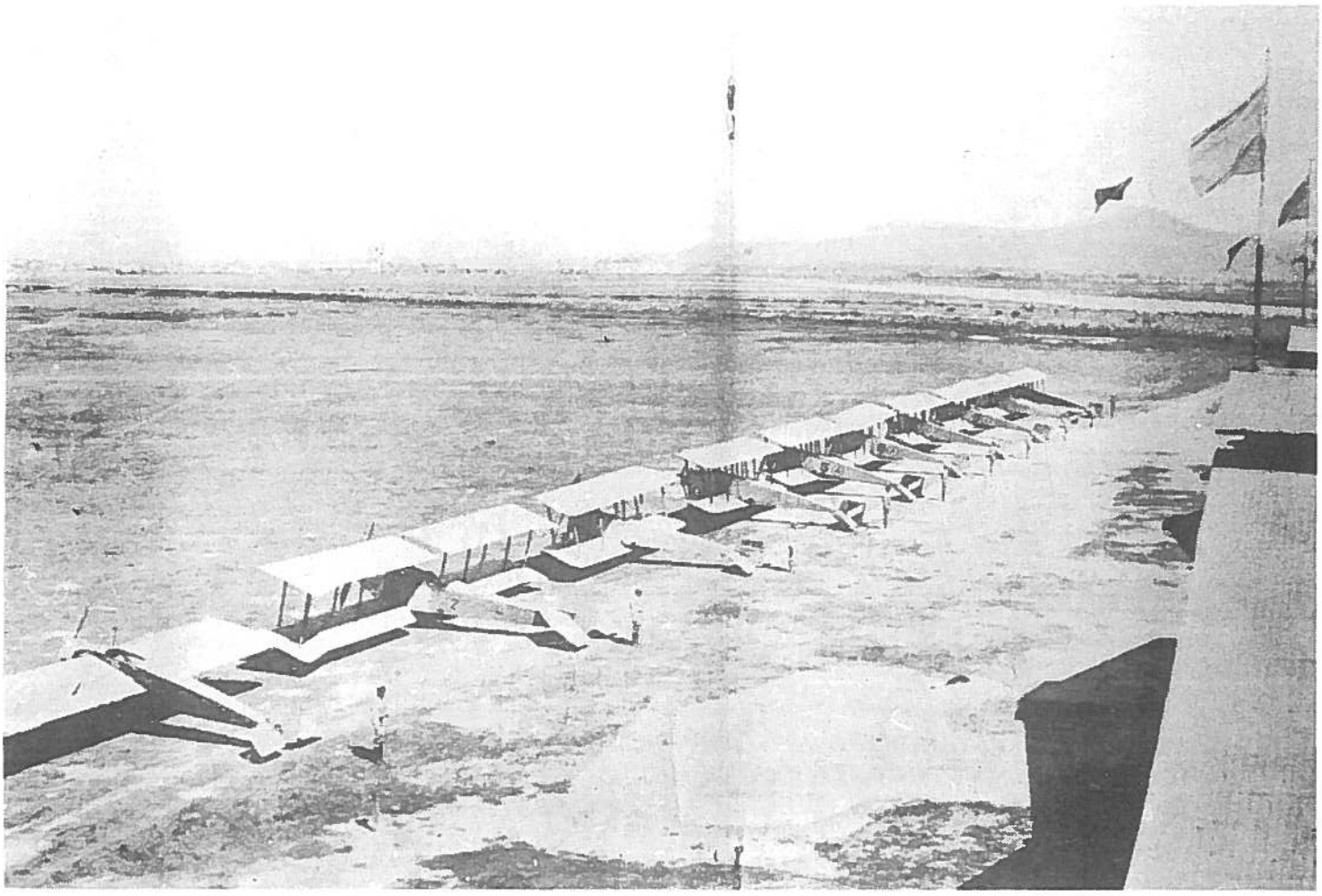
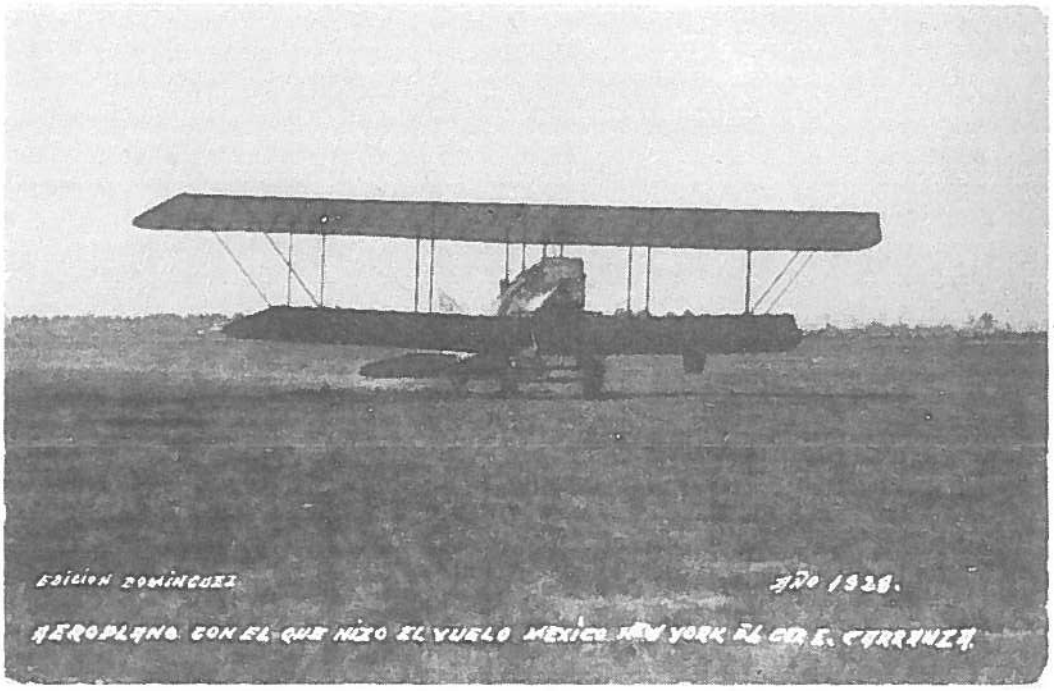
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TABLE OF CONTENTS

Abstracts 64
"Serie A" Mexicano (Flores) 67
MiG Mania: Morocco, Nigeria, Pakistan, & Poland (Walters) 71
Reviews: MiG Flugzeuge, La Fana & Air Fan, Hercules Production List, Index to Model Periodicals 1977, IPMS Johannesburg, Modelism Tehium, Chad 1983-86 Decals, JMGT 1/48-Scale Vacuform Kits, Scaleplanes AD Scout & Dufaux, Classic Plane Brandenburg D.I & Curtiss JN-4 .. 77
Letters: Ledwoch, Braniewski, Stepanek, Wojdalski, Koppel, Hagedorn, Choloniewski, Sanders 82
Israeli Ouragan, Mystere IVA, & Super Mystere (Hourant)..... 85
Indonesian Hawk (Mirkovic) 88
SAFCH Contests? (Retoff & Rixham) 89
Honduran Corsair (Pablo de Cabo) 90

SAFO EDITORIAL POLICY; The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US $7.00 for 4 issues per year via surface mail. For air mail delivery. add $6.50 for Europe and Latin America or $8.25 for for Asia, African, and Australia. New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify with your payment which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA. You can also have your bank transfer money directly to the SAFCH bank account: Routing # 3220-7021-3; Coast Saving and Loan, 137 Carmel Valley, 27845 Berwick Dr., Carmel, CA 93923; Credit to James V. Sanders, Account number 03105350.

More editorial "stuff" on pages 88 & 89.

TAIL PIECE: The drawing on the back cover showing a Hondurean Corsair in action during the "Soccer War" was done by a friend of SAFCH member Carlos Planas. Carlos is enthusiastic about the artist and he asks that the following announcement be published in the SAFO: "Aviation artist in Argentina offers highly detailed black and white 8 inch by 10 inch drawings of your favorite aircraft for $20 US each. Satisfaction guaranteed or your money back. Send a photograph or slide of your favorite aircraft and $20 in registered money order to: Enrique Pablo de Cabo, Los Laureles 725, 1714 Ituzaingo, Buenos Aires, ARGENTINA."

COVER COMMENTS: The "Serie A" biplane was the first military aircraft designed and produced in Mexico. Built by the National Aviation Workshops, the "Serie A" first flew during 1916 and its story is told in this issue by Santiago Flores. The aircraft shown is powered by a Gnome engine and is probably the 10th "Serie A" built. (Ing. Enrique Velasco P.)

PHOTO PAGE: A line-up of Mexican military aircraft at Balbuena airfield, Mexico City, photographed October or November 1917. The neaest aircraft is a Morane and the next is an early "Serie B". The remaining eight aircraft are "Serie A" biplanes. (Ing. Enrique Velasco P.) [Editor's note: The only national markings visible is the red/white/green shield-shaped insignia on the rudders of the 4th, 5th, and 9th aircraft. All aircraft are a light color overall with black markings except for the last one which appears to have a dark fuselage. A careful study of this photo reveals that the markings varied considerably, but an "A" within a ring on the fuselage was frequently used to designate a "Serie A" aircraft and that the fuselage and rudder numbers (when carried) indicated the TNCA construction number. The 6th aircraft carries a "6" on the fuselage and a "No 19" on the rudder, identifying it as 6A19. The 3rd aircraft carries "No 22" on the rudder, identifying it as 9A22. The 5th aircraft carries number "5" on the fusleage, identifying it as 5A18. The 7th aircraft carries a "No 24" on the tail, identifying it as 11A24. The next aircraft appears to be 8A21. This connection between markings and serial numbers is supported by two photos in AIR PICTORIAL February 1965 that show 22A36 and 6A19, although the rudder number is not visible for the latter aircraft. Also of interest in these AIR PICTORIAL photos is the fact that both aircraft carry a triangular-shaped fin and rudder greatly different from the rectangular rudder carried by the aircraft shown in the photo of the line-up.]

A "Serie A" biplane powered by a Hispano-Suiza engine during a run-up at Balbuena airfeild. (Carlos L. Vazquez) [Editor's note: This aircraft has the triangular rudder carrying the marking "No 19", identifying it as 6A19. This is the same aircraft that appears in the photo of the line-up with a small rectangular rudder. Note the caption put on this post card mistakenly identifies this aircraft as the one Captain Carranza flew from Mexico City to New York in 1928. This would have been quite a feat in 1915- vintage biplane with a 40 liter fuel capacity, but Capt. Carranza actually made the flight in a Ryan monoplane named "Mexico-Excelsior".]

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AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A$ 18.00).

4/86 (32 pages) "Low-Visibility Lockheed" 3 pages including 2-page 4-view of RAAF C-130 with wrap-around camouflage. "Hawk Variants" 2 pages including table & drawings of differences among P-36s, Hawk 75s, & Mohawks and side-view drawing of Thai 75. "Dornier" 1/2 page side-view drawing of Condor legion Do-17P-1. "Beaufighters of the Department of Aircraft Production" 2 pages including one photo and 3 side-view drawings of Beaus with Wright Cyclone engines. "Lockheed Model 14 Super Electra" 2 pages with conversion information and 4 side-view drawings (Polish, Romanian, & Japanese). "Oriental Rodestar" one page on converting the Model 14 into a stretched Ki-56. "The Birthday 'bus' Sea King" 7 pages including 3 photos and 2 pages of drawings (standard & anniversary schemes).

AUSTRIA

OFH NACHRICHTEN (Oesterrichishe Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien).

Last issue received 4/86.

PANORAMA (IPMS Austria, Nordmanngasse 11-13/4/6, A-1210, Wien).

Last issue received 2/86.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for US$ 13.00, add $3.00 for airmail, no personal checks accepted).

Winter 1986 (30 pages) "The Belgian Harvard T-6 Story" 23 pages including 17 photos (one color), 4 pages on 3-view tone drawings, 11 side-view drawings (3 color), 4-page table of individual aircraft histories.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ).

4/86 "Brazilian Catalina" 4 pages including 3-view drawing of color scheme used during WWII and 2 side-view drawings. Table of present-day colors of Brazilian military aircraft and their FS 595A equivalents. "Meteor 8" one page errata including 3 side-view drawings.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US $16.00 in US $18.00 elsewhere).

3/18 (24 pages) "Beechcraft C-45 Expeditor" 13 pages on Canadian "Bug Smashers" including 10 photos, 4 full-page 2-view drawings, and 3 pages of drawings of details. "Czechoslovakian 152mm SPH 'Dana'" 5 pages including 1/35- and 1/76-scale drawings of an interesting 'creepy crawler".

4/18 (24 pages) "Royal Canadian Naval Aviation" issue: "Seafire MK XV" 4 pages including 4 photos and two 3-view tone drawings. Firefly MK 1 & AS MK 5" 7 pages including 5 photos and three 3-view tone drawings. "Sea Fury FB 11" 5 pages including 4 photos and three 3-view tone drawings. "Harvard II" 3 pages including 2 photos and two 3-view tone drawings. "Swordfish MK II" 1/2 page including one photo. "Anson" 1/2 page including one photo. "The RCN Roundel" one page including drawings of 8 different roundels (the RCN silver-maple leaf differed from the RCAF sugar-maple leaf).

CZECHOSLOVAKIA

LETECTVI + KOSMONAUTIKA (Best obtained by exchange with a friend in Czechoslovakia).

2/87 (44 pages) "Male Letectvo: Lunak" 2 pages including 5 photos (2 color) and 1/72-scale 3-view drawing of Czech glider. "Letadla 39-45: Consolidated B-24D Liberator" one page including one color photo and 1/260-scale 3-view drawing. Monografie: Douglas C-54/DC-4 Skymaster" 3 page including 2 photos. "Co Noveho: Shenyang F-8 II" 1/2 page with one photo and small 3-view drawing. "Z Archivu: Alexejev I-212" 1/2 page with one photo and small 3-view drawing. Color photo of Czech Mi-8.

3/87 (44 pages) "Male Letectvo: Hispano Buchon" 3 pages including 2 color photos, 4 color side-view drawings (HA-1109K & Ha-1112M), and 1/72-scale 5-view drawing of HA-1112M. Letadla 39-45: Short Stirling V" one page with 3 photos and 1/300-scale 3-view drawing. "Monografie: Skymaster (Part 2)" 4 pages including 7 photos and 1/150 scale 3-view drawing. "Co Noveho: CMC Leopard" 1/2 page with one photo and small 3-view drawing. "Z Archivu: Euler Fighters" 3 photos and small 3-view drawing of quadraplane. Two photos of Czech Avia Av-14 (Ilyushin Il-14).

4/87 (44 pages) "Male Letectvo: Buchon z Vakuformu" 2 pages with photos and diagrams. "Monografie: Cihak Rapid" 4 pages including 5 photos, color 4 view drawing, and 1/45-scale 3-view drawing of pioneering Czech aircraft. "Letadla 39-45: Breguet Bre-790 Nautilus" one page with one photo and 1/182-scale 3-view drawing. "Co Noveho: Promavia Jet Squalus" 1/2 page with one photo and small 3-view drawing. "Z Archivu: Bristol Bullfinch" 1/2 page with 2 photos and small 3-view drawing. Color photo of Czech MiG-15UTI.

5/87 (44 pages) "Male Letectvo: Spanelske 'Mezky'" 3 pages including 6 photos and 1/72-scale 5-view drawing of HA-1109K. "Letadla 39-45: SAI-Ambrosini S-403 Dardo" one page with one photo and 1/105-scale 3-view drawing. "Monografie: LET(SPP) L-200 Morava" 3 pages including 6 photos. "CO Noveho: Valmet L-60TP Redigo" 1/2 page with one photo and small 3-view drawing. "Z Archivu: Dyle et Bacalan DB-10Bn4" 1/2 page with one photo and small 3-view drawing. Photos: Aero 12, 11, & 18. Color side-view drawings: OPB-41, B-24D, Stirling, Nautilus, & Dardo.

6/87 (44 pages) Male Letectvo: Sopwith Triplane" 2 pages including 3 photos and 1/72-scale 6-view drawing. "Monografie: Morava (Part 2)" 4 pages including 5 photos (2 color), 6 color side-view drawings, and 1/47-scale 3-view drawing. "Letadla 39-45: Avro 621 Tutor" one page including 3 photos and 1/111-scale 3-view drawing. "Z Archivu: Hennion Type 11" 1/2 page with 3 photos and small 3-view drawing. "Ptali Jste Se" 1/2 page with 5 photos of Fiat CR-42 in RAF markings.

7/87 (44 pages) "Male Letectvo: Revell's Sopwith Triplane" 2 pages including 1/72-scale drawings and photo of a drawings of Tripe N5486 in Soviet markings. "Monografie: LET(SPP) L-200 Morava - Part 2" 6 pages including 13 photos, production list, 1/47-scale drawings. "Letadla 39-45: Nakajima Ki-87" one page including 2 photos and 1/150-scale drawings. "Co Noveho: PZL-130T Turbo Orlik" 1/2 page including one photo and small 3-view drawing. Color photo: Czech Mi-2.

8/87 (44 pages) "<ale Letectvo: Sopwith

Triplane" 2 pages including a full-page color 4-view drawing. "Monografie: Gakkel G-1 to G-IX" 3 pages including 6 photos and 1/48-scale drawings of G-III, a Russian aircraft of 1910. "Letadla 39-45: Folland Fo-108" one page including 2 photos and 1/188-scale drawings. "Co Noveho: XIAN F-7M Airguard" 1/2 page including one photo and small 3-view drawing. "Z Archivu: Jak-50" 1/2 page including 2 photos and small 3-view drawing.

9/87 (44 pages) "Male Letectvo: Po-2 in Czechoslovak Service" 2 pages including 3 photos and 2 side-view drawings of cabin versions. "Letadla 39-45: Jermolajev Jer-2 ON" one page including 1/214-scale drawings. "Monografie: Polikarpov I-17" 4 pages including 4 photos, full page of color side- and top-view drawings, and 1/49-scale drawings. "Co Noveho: Kamov Ka-126" 1/2 page with one photo and small 3-view drawing. "Z Archivu: MK-1 Rybka" 1/2 page with 2 photos and small 3-view drawing Soviet biplane from 1921.

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastellet 54/322 Kobenhavn 0 (01) 12 94 51; 4 issues for 70 Dkr surface, 80 Dkr airmail).

#35 (30 pages) "Danish Sikorsky S.61A1" 6 pages including 5 photos and 3 pages of side- and top-view drawings.

#36 (30 pages) "Junkers Ju 52/3m" 9 pages including 2 pages of drawings Scandinavian Junkers reprinted from IPMS-UK Magazine 10/68.

ENGLAND

MAGAZINE (Tim Laming, 258 Woodseats Road, Sheffield, South Yorkshire S8 OPQ, 6 issues for £11.00 + 50p joining fee. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; $20.00)

1/87 (24 pages) Photos: Portuguese A-7. "Belgian F-84E Thunderjets" 3 pages of 3-view drawings reprinted from KIT.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA: J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; 4 issues $18.00).

Spring 87 (44 pages) "Build a Family F-80/T33/F94 (Part II)" 8 pages including 4 photos. "Conversion, F-80C to F-80 Prototype" 3 pages including 2 photos. "Casting in White Metal" 3 pages. "The PAAC at War" 4 pages including one photo and 7 side-view drawings of Philippine aircraft from the 1936-41 period.

WIND-SOCK (10 Long View, Chiltern Park Estate, Berkhansted, Herts., HP4 1BY. Four issues per year; Europe £11.00, Australia/NZ $30.00 AUS/NZ; USA/Canada $20.00 US from J.J. Daileda, 4314 West 238th St., Torrance, CA 90505)

2/87 (36 pages) "Armstrong Whitworth FK8 'Big Ack'" 6 pages with 10 photos. "Sopwith Salamander" 2-page reproduction of Ministry of Munitions report on an experimental camouoflage scheme including 2 photos and 1/72-scale drawings showing top view (with top view of lower wing) and both sides of fuselage. "Hannover CLV" 4-page article on converting the Airfix CLIIIa including 5 photos and sketchs; scale drawings can be purchased separately for £1.50. (The CLV was built in Norway as the FF.7 Hauk). "Drachen" 5 pages including 3 photos and 1/72-scale drawing of observation balloon. "Fokker DVII" 6 pages including 4 photos, 2 color chips, color schemes for 4 German aces, 1/72-scale drawings of 4 different cowling variations, and super-detailed sketch of cockpit interior. Photo: Czech Salmson 2A2.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues $6.50, add $1.00 for airmail and $1.50 for cashing personal check).

Last issue received 4/85.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 73 rue Alexandre Dumas, 75020 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

Last issue received #28.

GERMANY

MITTEILUNGEN (IPMS Germany, Oertzenweg 12b, 1000 Berlin 37; 12 issues DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia).

2/87 (28 pages) Nothing of small-air-force interest.

3/87 (28 pages) Nothing of small-air-force interest.

ITALY

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 24,000 Italian Lira in Europe or $18.00 overseas).

4/86 (36 pages) "Un Airone Mediterraneo il CANT Z 506" 10 pages including 11 photos, color top-view drawing of ambulance version, tone side-view drawing of Spanish aircraft, and table of military serials & civil registrations. "SIAI SF-260" 4 pages including 8 photos and drawings of details.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

1/87 (86 pages) Photo Saudi Pilatus PC-9 '2201' (color). "Aerospatiale Epsilon" 10 pages including 6 photos (5 color) and cut-a-way drawing. "The Northern Europe Cruise" 4 pages including 6 photos of Macchi 24 flying boat. "Plastimiodellismo: Gladiator" 3 pages including 4 color side-view drawings (Latvian, Irish, Egyptian, & Chinese).

2/87 (86 pages) Photos: Peruvian Mirage 2000, Danish SAAB F-35XD 'A-001' (color), and Sudanese Buffalo '822/ST-AH' (color). "IA 63 Pampa" 8 pages including 5 photos (4 color), cut-a-way drawing, and 3-view drawing. "We Fly for Peace" 6 pages including 3 color photos of Italian AB.205 with UN forces in Lebanon.

3/87 (86 pages) Photos: Saudi CN-235 '118' (color) and Indian Mirage 2000 'KF101' & Sea Harrier. "le 'Ali' della Marina Militare" 4 pages including 5 color photos (AB.212 & SH-3D). "IAI Lavi" 2 pages including 4 color photos. "ATR 42" 10 pages including 11 color photos, small 3-view drawing, & cut-a-way drawing. "Furbara 1934" 4 pages including 6 photos. "Rapporto Starfighter" 6 pages including 8 photos (4 in color) of Italian Starfighters. "F-104 ASA" 4 pages including 4 color photos. "La Base Aerea de Linz" 3 pages including 6 color photos (Austrian Sabb 1050, Cessna O-1E, AB.204, & AB.212).

AEROFAN (Giogio Apostolo, via Ampere 49, 20131 Milano; 4 issues for US$ 16.00).

4/86 (32 pages) "MAF 56" 13 photos of aircraft on display at 1956 Italian air show (Ambrosini S.7, CR-32, Macchi C 205V, Macchi M 39, Fiat G.80, Lockheed Harpoon, & Curtiss Helldiver). De Havilland DH.113 Vampire NF 54" 10 pages including 12 photos, 1/72-scale 3-view

drawing, and sketches of details (Why doesn't someone made a 1/72-scale kit of centrifugal-flow jet engine as used in the Vampire?) "Caproni Ca 146" 5 pages including 5 photos (Ca 97, 97Ri, 111, 127, & 146), 1/72-scale 3-view drawing, and sketches of details of Italian Lysander. Photos: SIAI S.57 'I-BAPQ', Caproni Ca 73 'I-BARS', Macchi M.18 'I-BART', Magni Vittoria P.M.2 'I-BASF', Hanriot A.R.2 'I-BASO', Junkers F.13 'I-BATC', SIAI S.56, and Breda 25.

MALTA

MODELAID INTERNATIONAL (MAI, 206 Old Bakery St., Valletta; 12 issues Europe Ł17.55, USA & Canada US$45.35 airmail, Australia AU$54).

5/87 (32 pages) "Modelaid Colour Guide" Middle Blue and Red. "Japanese Air Forces 1935-1945: The Japanese Army Air Force" one page including one photo. "Westland Sea King" 10 pages including 18 photos (one color), 10 side-view drawings (Qatar, Australia, Egypt, Canada, Norway, & Japan), a 2-page 1/720scale drawing. "Gloster Javelin" 6 pages including 3 photos, one 4-view tone drawing, 5 side-view drawings, and 2-page 1/72-scale drawing. "Breda Ba.65" 4 pages including 4 photos, 4 color side-view drawings (Iraq & Spain), and 1/72-scale drawings. "Air War in Korea" List of Aces and 3 side-view drawings (neptune, Mariner, & privateer).

6/87 (32 pages) "Errata Corrige" drawings of West German and Norwegian F-104 insignia. "Modelaid Colour Guide" color chips for Medium Grey & Blue. "Japanese Air Forces 1935-1945: The Japanese Army Air Force" one page. "Alphajet" 8 pages including 14 photos (Belgium, Egypt, Qatar, & West Germany), 3 side-view drawings (France, Morocco, & Togo), one 3-view drawing (West German), one 1/72-scale 4-view drawing. "Stringbag" 8 pages including 8 photos, 6 side-view drawings, and a 2-page of 1/72-scale drawings. "Sabre-Dog" 4 pages including 2 photos, 4 color side-view drawings (Yugoslavia, West Germany, & Italian), and 2 pages of 1/72-scale drawings of F-86D & K. "Air War in Korea" 2 pages including 5 side-view tone drawings (Bell HTL-4, HO3S-1, H-5A, & H-19B). The editors of Modelaid write: "We are looking for one person in each country to represent our publication and join our ever-growing list of contributors. We are mainly interested in readers who can supply information and material which can be edited and elaborated by our regular editorial team and artists. This means that you do not have to be a good writer or designer - all we need are the facts. We can do the rest! All letters will be acknowledged in the shortest time possible." (Editor's comments: This is a great opportunity for SAFCH members to promote the objectives of the SAFCH. If SAFCH members offer their assistance to Modelaid, then we should expect to see more small-air-force aircraft represented in Modelaid's excellent drawings. Please consider writing to Modelaid at the above address - and don't forget to mention the SAFCH and its goal of "promoting interest in the history and modeling of a the aircraft of the smaller countries".)

7/87 (32 pages) Photos: Argentine Super Etendard '3-A-203' and Swiss Vampire T.11 'U-1221'. "F-15 Eagle" 10 pages including 14 photos, 4 side-view drawings (one Israeli), and 2 pages of 1/72-scale drawings. "LTV F-8 Crusader" 6 pages including 7 photos (one French) and 10 side-view drawings (one Philippine). "Spad S.VII" 4 pages including 2 photos, 3 color side-view drawings (one Italian), and both 1/72- and 1/48-scale drawings. "Royal Australian Air Force" 2 pages including 4 side-view drawings (BE.2e, Camel, RE.8, and SE.5A) beginning a new series. Cockpit interiors to be cut out for 1/72-scale F-15 and Vampire FB.5.

POLAND

TECHNIKA LOTNICZA I ASTRONAUTYCZNA (Best obtained by exchange with a friend in Poland.)

1/86 (28 pages) Color side-view drawings of 3 Polish MS 35. Full-page 3-view drawings of Grumman X-29A and Norman NAC-1 Freelance. Color side-view drawings of 5 Polish LVG C.V.

1/87 (28 pages) Color side-view drawings of 3 Polish MiG-19. "Antonow An-124 Rustan" 2 pages including full-page 3-view drawing. "Kamov Ka-32" 2 pages including full-page 3-view drawing. Color side-view drawings of PZL P-11A, C, & F (Hungarian and Romanian).

MODELARZ (Best obtained by exchange with a friend in Poland.)

4/86 (32 pages) "Samolot Mysliwski Su-9" 2 1/2 pages including 1/72-scale drawings and a page of detail drawings.

ROMANIA

MODELISM (See the REVIEW section of this issue of the SAFO for more details on this new magazine.)

4/85 (32 pages) Color side-view drawings of Romanian aircraft (SPAD 13, Sopwith 1-1/2 Strutter, Voisin 8, Nieuport 11, Nieuport 17, Farman MF 7, Caudron G 4, Breguet Michelin BM.5, Bleriot, Caudron G 3, Voisin, & Morane Saulnier). "YR-PAX Bucker Bu-133C Jungmeister" 5 pages including 1/24-scale 5-view drawing. "Su-26" 3 pages including 2 photos and 1/25-scale drawings.

1/86 (32 pages) "Junkers F-13 BMWIIIc 1925" 2 pages including 1/50-scale drawings. "Emblemele Avioanelor Romanesti intre Anii 1916-1921" 2 pages including 21 emblems in color. "Mirage 2000" 2-page color 3-view drawing.

4/86 (32 pages) "Societatea de Exploatari Tehnice SET (Part 1)" 6 pages including table of all SET aircraft, 1/25-scale inboard profile of SET.31G, and 1/45-scale 8-view drawing of SET.31G 'CV-XYZ'. "SAAB 35E" 2-page color 1/50-scale 3-view drawing.

1/87 (32 pages) "Voyager" 2-page 1/50-scale 3-view drawing. "SET" 5 pages including 1/45-scale 6-view drawing of SET.3 & SET.41 and 4 color side-view drawings (SET 3, 31, 31G, & 41). "SAAB J-37" 2-page color 3-view drawing.

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542)

#5 (22 pages) "Asian Tigers" 8 pages including side-view drawings of 4 Thai, 3 Malaysian and one Indonesian F-5E/F.

#6 (19 pages) "Republic of SIngapore F-5E/F" 13 pages including 5 photos, drawings of squadron insignia, and side- top- & bottom-views of 6 RSAF Tiger IIs, some with wrap-around camouflage and low-visibility markings.

SOUTH AFRICA

AFRICAN AIR REVIEW (Aviation Society of Africa, PO Box 1413, Alberton 1450; 4 issues US$ 14.00 for air mail; includes AIR AFRICANA).

11/12 86 (8 pages) "African News" 2 pages

(Continued on page 89)

THE "SERIE A" MEXICANO

(Editor's note: For the reader unfamiliar with the early history of Mexican military aviation, the following short summary should serve as an introduction to Santiago Flores' article on the "Serie A", the first military aircraft designed and manufactured in Mexico. The revolutionary turmoil in Mexico during the first decades of this century made it inevitable that Mexico would be one of the first countries to use the aeroplane in an actual combat situation when, on 10 May 1913, rebel forces used a Glenn Martin pusher biplane to bomb loyalists warships at Guaymas. As early as 1912, the Government sent five officers to an aviation school on Long Island where, after learning to fly, they returned to Mexico with two Morane monoplanes. These pilots, assisted by foreign pilots from Poland (George Puflea - Do any of our Polish members have information on this gentleman?) and the USA, used the Moranes during the campaigns in Tamaulipas, Veracruz, and Yucatan. Later, a group of thirty-one officers were sent to the Bleroit school in France to learn to fly. However, the start of WW-I intervened; two officers remained to fight with the French, but rest returned home. In 1915, President Carranza issued an order to create the "Air Arm of the Constitutional Forces", which later became the Mexican Air Force. This brings us up to November 1915 and to the beginning of our story.)

With war raging in Europe, the Mexican government found it difficult to find countries willing to sell aircraft or to train Mexican officers to fly. Therefore, the government decided to form its own aviation school and aviation workshop. on the plains of Balbuena on the outskirts of Mexico City. Established on the plains of Balbuena on the outskirts of Mexico City, the Military Aviation School and the Talleres Nacionales de Contrucciones Aeronauticas (TNCA) began operations on 5 November 1915. The primary function of the TNCA was the repair and modification of the aircraft of the Flotilla Aerea Constitucionalista.

El Maestro Designs a Biplane

One of the key personnel at the TNCA was the Italian, Francisco Santarini, who had been an associate of Anzani in France where he had helped in the creation of the famous fixed radial air-cooled aircraft engine. El Maestro Santarini, as he was known to everybody in the shops, was responsible for the design of a biplane, known as the "Serie A", that was to be built in large numbers for the new school and was to performed many feats for the young Mexican Air Force.

A special edition for TOHTLI, the Aviation School Magazine, titled "Historia de la Aeronautica en Mexico" and published in 1918, describes the birth of this biplane:

"After helping to establish the workshops near to the capital, Santarini turned his attention to aircraft design. With the approval of higher authorities and in agreement with the general sentiment outside of Mexico in favor of the biplane over the monoplane, he started by modifying one of the monoplanes of the Flotilla.

"This biplane, known as the 'Serie A' was designed at Merida, Yucatan, and was built at the TNCA. After undergoing modifications based on the study of articles from leading aviation magazines and verified by observations made at Balbuena, it became the standard military training aircraft in Mexico."

One of the main reasons for the biplane design was that the Morane aircraft of the Flotilla Aerea did not fly very well in the thin air at Balbuena; the Valley of Mexico is at an altitude of about 7,000 ft.

The machine chosen for the transformation was one of the Morane monoplanes which was powered by a 7-cylinder Gnome rotary engines of 80 hp with a French-made "Intergrale-Chavuiere" propeller.

The First Mexican Designed Aircraft Flies

The construction of the prototype was started in August of 1916 and by September TOHTLI reported that work on the "Serie A" Biplano No. 1 was in an advanced stage and that it would soon be out for testing. In fact, the prototype was tested by Cadet P.A. (Piloto Aviador) Ascencio Jimenez before the end of 1916.

This aircraft, and those that followed, would be tested with several different power plants:

No. 1	Gnome 80 hp
No. 3	Gnome 100 hp
No. 4	Anzani 80 hp
No. 5	Anzani 100 hp
No. 6	Hispano-Suiza 150 hp

Mexico was not only producing aircraft but it actually exported one example to a sister state in Central America. On 13 February 1917, a team composed of Tte. Col. Salinas, Capt. 2/o Aspirante Felipe S. Carranza, Tte. Aspirate Benjamin Venegas, Tte. Ing. Juan Guillermo Villasana, and mechanics Medardo Cordova and Enrique Pisanez, left for El Salvador to deliver "Serie A" No. 1. This was the beginning of aviation in El Salvador.

The aircraft and the team was transported by ship to its destination were the "Serie A" No. 1 was assembled at the "Escuela Politecnica Militar" on 20 February 1917. The aircraft was officially handed over to the Salvadorean government on 23 February after a series of demonstration flights by Capt. 2/o Aspirante Carranza.

Another connection between the "Serie A" and El Salvador occurred on 24 June 1917 at an aerial exhibition was held at Balbuena airfield to collect funds to help the victims of an earthquake that occurred in El Salvador. The stars of this show were the "Serie A" biplanes No. 7 and No. 4.

An All Mexican Airplane

By this time the "Serie A" had received a new power plant; the Mexican-designed and built 6-cylinder air-cooled radial engine of 80 hp known as the "Aztatl" (Aztec for White Stork). The prototype engine was installed on a "Serie A" after being tested 8 hours on the test stand at the workshop. During its first flight, test pilot Cadete Samuel C. Rojas, experienced

problems 15 minutes into the flight. He landed without incident. After the problems were identified and corrected, Piloto Cadete Miguel Jacintes completed the flight test without incident.

The propellers were also on national design. This propeller, called the "Anahuac", was specifically designed for operation at high altitude by Tte. Ing. Juan Guillermo Villasana, chief of the technical department of the school and workshop. Six of these propellers were exported to Argentina in November 1916 and later one was exported to Japan. The ones used in Argentina would later be praised for their excellent performance.

The TNCA adopted a rather cumbersome serial number system which is best explained by example. "Serie A" biplane number 6A13 was the 6th aircraft of type "A" built and it was the 19th aircraft built by TNCA. This system was established in 1917 and was used until the mid 1920s. (See Appendix II for a list of known "Serie A" serials.)

Records and Feats

One of the many feats that the "Serie A" would perform was the first air mail flight in the Mexican Republic. On 6 July 1917, Tte. Horacio Ruiz Gabino, a test pilot for the TNCA, took off from the city of Pachuca in "Serie A" 6A19 at 0648 carrying 534 letters and 67 post cards. He landed at Balbuena airfield after a flight of 58 minutes and 42 seconds.

The aircraft used for the air mail flight, 6A19, was powered by one of the Hispano-Suiza 150-hp engine that were being produced under license in Mexico. This particular aircraft was flight tested by Tte. Ruiz on 25 July 1917.

One "Serie A", 5A18, was fitted with floats and tested at the Port of Veracruz by Cadete Carlos Santana on 18 August 1917. The results of this flight were satisfactory.

Training – Mexican Style

The primary importance of the "Serie A" biplane was the training of the first generation of Mexican Military pilots who would later play important roles in the history of the Mexican Air Force.

The training system employed at that time was constrained by the fact that the "Serie A' did not have dual controls. Before the Cadete could fly on his own, he first practiced on low-powered aircraft in which he would perform straight high-speed runs on the ground to get use to the controls and the handling of the aeroplane. One aeroplane, named the "Guajalote", was built for this purpose. Part of this ground training also consisted of driving an automobile at high speeds.

When he was ready to fly, the student would receive his instruction on the ground and then he would have to fly the lesson by himself. The technique used by El Maestro Santarini was typical; after receiving his instructions, the Cadete would take off and circle the field while El Maestro would sit in the middle of the field using newspapers spread over the ground to signal the Cadete the next exercise to be performed.

For a pilot to graduate the course and receive the title "Piloto Aviador", he had to comply with requirements typified by those required of Cadete P.A. Samuel C. Rojas: First Rojas had to submit his request for examination via the Director of the School to the Secretary of War and Navy, who, if he approved would name the Board of Examiners. General Eduardo Hay, General Gustavo Salinas (Director of the School), and Col. Eduardo Trevino were named to Cadete Rojas' Board of Examiners.

The examination was in two parts, first a written part which consisted of three exams, one on technical knowledge, one on signals, and the last on marksmanship. The second part was the flight examination performed to the standards of the school. These consisted taxiing the aircraft for 400 meters in each direction with the engine at full power, two flights at low altitude, performing a figure eight over a pattern of 3 flags placed on the ground in a straight line at a distance of 250 meters apart, and landing within a circle of 50-meters in diameter. Finally, the student had to perform a flight lasting one hour at an altitude of 500 meters during which he had to make sharp turns in every direction. Then he had to turn off his engine and glide in for a landing without restaring his engine.

During the exam, Cadete Rojas used aircraft 16A29 and 17A30. He started on 21 February 1918, but because of bad weather he had to finish the next day. Tte. Rojas passed his exam and in doing so he became the first pilot to graduate, becoming "Piloto Aviador No. 1".

On 26 June 1918, while flying 22A36, Tte. Rojas performed the first loop in Mexico.

Combat and Tragedies

On a more militant note, 14A27 was used for experiments in dropping bombs from an altitude of 600 meters. These tests were conducted on 2 November 1918 by Capt. Roberto Diez Martinez under the supervision of Tte. Ing. Guillermo Villasana.

So far we have seen many triumphs for Mexican aviation and the "Serie A" biplane, but it would be fated that the first Mexican casualty would also occur on a "Serie A" biplane. The unfortunate pilot, Tte. P.A. Amado Paniagua (Pilot No. 7), was killed on 3 November 1918 at Veracruz. He lost control of 28A43 while coming out of an Immelman turn and he crashed on the beach. He died while receiving medical attention at the scene of the crash.

One of the first persons to reach the scene of the accident and give assistance to Tte. Paniagua was Senorita Lolita Castillo (age 17). She would later, by her own petition and with the approval of Mexican President Don Venustiano Carranza in recognition of her service, be one of the first Mexican women go up in an airplane. This took place on 9 November 1918 aboard a "Serie A" piloted by Capt. P.A. Jose E. Rivera, flying around the Port of Veracruz.

Capt. Rivera was destined to be the second Mexican pilot to lose his life in the service of his country. On 7 November 1919, when his "Serie A" landed behind enemy lines due to engine trouble he was captured by rebel forces and executed by firing squad.

Meanwhile, Tte. P.A. Samuel Rojas was busy establishing himself as his country's foremost pilot. He was made an instructor at the school and also continued to pursue other goals and records. On 19 November 1918 while flying 6A19, he established an altitude record for Latin America when he flew to 5040 meters above sea level. It took him one hour and 15 minutes of flying time. A day later, on the anniversary of the start of the Mexican Revolution, Tte. P.A. Felipe H. Garcia established a new record for distance and flight time. He took off in 6A19 at 0913 hours

from Balbuena airfield and flew towards the city of Pachuca. However, because of engine trouble he was forced to turn back short of his goal and he landed 54 km short of Balbuena at 1130 hours. Help was sent and the pilot and good old 6A19 were brought back to the school via train.

During the internal unrest in the country, the "Serie A" were used by the Government forces of President Carranza for observation and artillery spotting duties. An example of this was the formation of the "Escuadrilla No. 1" on 7 November 1918. This unit was sent to Veracruz where it was placed under the command of General Jesus Agustin Castro. Later the name of the Escuadrilla was changed to "Escuadrilla Tte. Amado Paniagua" in honor of the late aviator.

The personnel of the Escuadrilla were:

Pilots: Capt. P.A. Felipe Carranza
Tte. P.A. Jose E. Rivera
Carlos Santa Ana
Jorge H. Bernard
Guiillermo Ponce de Leon

Mechanics: Agustin Enriquez
Medado Cordova
Agustin Avido
Francisco Rosas
Felix Quintero

TOHTLI reported that the Escuadrilla carried out observation missions in support of the troops loyal to the Carranza regime; reporting concentrations of rebel troop to the high command. One reconnaissance flight was accomplished on the 7th and two more on the 9th of the month.

Back at Balbuena, the record for distance and flight duration set by Tte. Felipe H. Garcia on 20 November 1918 was broken on 1 December 1918 by Tte. P.A. Joaquin Martinez Alba and his passenger Capt. 2/o Guillermo Villasana, Chief of the Technical Section. They took off from Balbuena at 0826 hours and flew to the city of Pachuca and back in 2 hours and 45 minutes.

We do not know for sure how many pilots lost their lives in the "Serie A", but the third known fatality was Tte. P.A. Miguel Jacintes on 29 April 1919. He was performing acrobatics over Balbuena airfield in 30A45 when his aircraft crashed.

By the 1920s, the "Serie A" biplanes were still in service at the school and in the field where they were used for scouting and reconnaissance flights. However, they were now being supported by the Parasol "Serie H" and the "Serie B" biplane.

In September 1920, when the Aviation Department was reorganized the following aircraft were on hand:

3 biplanes (fighter and reconnaissance)
1 monoplane (reconnaissance)
2 Farman F-20 (bomber)

MILITARY AVIATION SCHOOL (16 students)

5 biplanes
4 monoplanes

The "Serie A" was still being built at the TNCA as reported in the TOHTLI, April 1922 when the monthly aircraft-production report showed the following aircraft as built or erected at the workshops:

5 "Serie A" with Hispano-Suiza engines
6 F-50 biplanes (revised and armed)
11 Salmon biplanes
4 Brown biplanes
1 Monoplane de Alas Rgidas
10 Morane Saulnier Parasol

A New System of Training

The service life of the "Serie A" was now coming to a close. After the fall of the Carranza government, Lic. Adolfo de la Huerta assumed the Presidency. During his short term. ex-USAS Lt. Ralph O'Neil was hired as an advisor to the Mexican Air Force. (During WW-I, O'Neil had served with the 147th Aero Squadron in France where he scored 5 aerial victories.) O'Neil would rise to the rank of Colonel and from the 1922 he would serve as chief of the Air Force for 5 years.

Colonel O'Neil reorganized the Mexican Air Force paying special attention to the Aviation School. With the help of Mr. Buck Parada, he obtained, possibly from Canada, the first six Avro 504K dual-control trainers. At that time, the 504K was considered to be the best training aircraft in the world. With the Avros on hand, O'Neil began to modernize the training system Aviation School, which at that time was not up to the standards of the leading aviation countries.

General P.A. Roberto Fierro Villalobos, in his book "Eta es mi Vida", would later describe the reaction of the older pilots to the acquisition of the 504K trainers:

"The first major dissension between the aviation people occurred when President Alvaro Obregon (who was elected after De la Huerta), upon the recommendation of Col P.A. O'Neil ordered the older pilots, the veterans of the school who had taught themselves to fly, to participate in a retraining course designed in accordance with the modern flight-training plan. Unfortunately, nobody realized that the purpose of O'Neil's recommendation was to put the veteran pilots on the same technical level as the new pilots so that they, the older pilots, wouldn't fall behind professionally. With the practice they would require, they would be able to become the future professors and instructors at the school, positions which they deserved because of their rank and experience.

"Confused, they made known their open resistance to the order and formed an opposition block that spread division in the once close and cordial group of professors, pilots, and students. The firm order of Col. O'Neil, with the solid support of President Obregon, made all the veteran pilots attend the retraining program."

Fourteen more Avro 504K trainers were obtained from England. The retraining was conducted by foreign pilots who had come with O'Neil: Fritz Biebler an ex-fighter pilot from Germany, Joe B. Lievre from America, and Leopold Dumont and Dukerquer from France. It was demonstrated during the training that Col. O'Neil was right in retraining the veteran pilots for many had acquired bad habits which when corrected and improved established the dual-control trainer in the Mexican Air Force.

This was the end for the "Serie A". It was replaced by the Avro 504K that would be built under license at the TNCA - but, that as they say, is another story.

APPENDIX I

Specification of the Mexican "Serie A"

Type of machine	two-seat biplane
Name	"Serie A"
Purpose	general
Span	10.15 m
Total wing area	35.2 sq m
Engine	Aztatl 6-cylinder radial 80 hp
Wing loading	18.76 kg/sq m
Power loading	8.2 kg/hp
Fuel capacity	40 liters
Oil capacity	20 liters
Speed at ground level	90 km/h
Disposable load (apart from fuel)	140 kg
Loaded weight	520 kg

Sources: "Janes all the World's Aircraft 1919" p. 412a.

APPENDIX II

Known "Serie A" Construction Numbers

No. 1	Sent to El Salvador '17
3A16	
4A15	
5A18	1st hydroplane built, tested at Veracruz 18 Aug. '18
6A19	1st airmail flight 6 July '17
7A20	
8A21	
9A22	
12A23	
11A24	
14A27	1st bombing texts 2 Nov. 1918
16A29	1st graduating pilot 21 Feb. '18
17A30	
19A33	
21A35	
22A36	1st acrobatics 26 June '18
23A37	
25A39	
26A41	
27A42	
28A43	1st pilot killed, Paniagua, Veracruz 3 Nov. '18
29A44	
30A45	Jacintes killed 25 April '19
35A50	
36A52	
37A53	

APPENDIX III

Mexican Pilots Known to have Graduated on the Serie "A" Aircraft

1	Tte.P.A.	Samuel C. Rojas	22/2/18
2	"	Horacio Ruiz Gavino	13/3/18
3	"	Jose E. Rivera	20/4/18
4	"	Rafael Montero Ramos	3/5/18
5	"	Carlos Santa Ana	6/5/18
6	"	Miguel Jacintes	/5/18
7	"	Amado Paniahua	/5/18
8	"	Fernado Proal Pardo	21/5/18
9	"	Roberto Diez Martinez	
10	"	Rafael Ponce Leon	10/6/18
11	Capt.P.A.	Alsonso Virgen	
12	Tte.P.A.	Luis Preciado de la Torre	
13	"	Jorge Bernard	17/7/18
14	Capt.P.A.	Felipe Carranza	20/7/18
15	Tte.P.A.	Rafael Altamirano	20/7/18
16	"	Salvador G. Anaya	20/7/18
17	"	Guillermo Ponce de Leon	
18	"	Asencio Santa Ana	
19	"	Santiago Vazquez	
20	"	Ramiro Garcia Rojas	1/11/18
21	"	Jesus Romo	31/10/18
22	Cadet	Joaquin Martinez Alva	1/11/18
23	Tte.P.A.	Felipe H. Garcia	1/11/18
24	"	Guillermo Monroy	
25	Cadet	David Mendoza Hermosillo	
26	"	Luis Caso Landa	
27	"	Eliseo Martin del Campo	10/1/19
28	"	Alberto Vieytes y Vieytes	
29	"	Manuel Sanches Peralta	
30	Capt.P.A.	Julian Nava Salinas	
31	Tte.P.A.	Jose M. Cervantes	
32	"	Silvestre Valero Martinez	
33	"	Francisco S. Espejel	
34	"	Antonio Gabriel Moreno Matus	
35	"	Faustino Garcia	22/12/20
36	"	Fernando Cocoychi	22/12/20
37	"	David J. Borja Guajardo	23/12/20
38	"	F. Huerta Campusano	23/12/20
39	"	Alfredo Lezama Alvarez	24/12/20
40	"	Carlos Comball	24/12/20

Note: Two more pilots are reported to have graduated during this time, but no Piloto Number is given. They are Tte.P.A. Ramon Acala, 22/12/20, and Tte.P.A. Augusto Langner, 1/5/20.

Source: "Breve Historia Pela Aviacion en Mexico", by Ing. Jose Villela Gomez

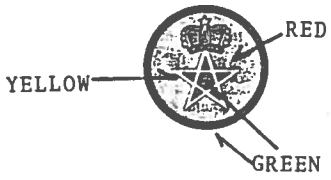
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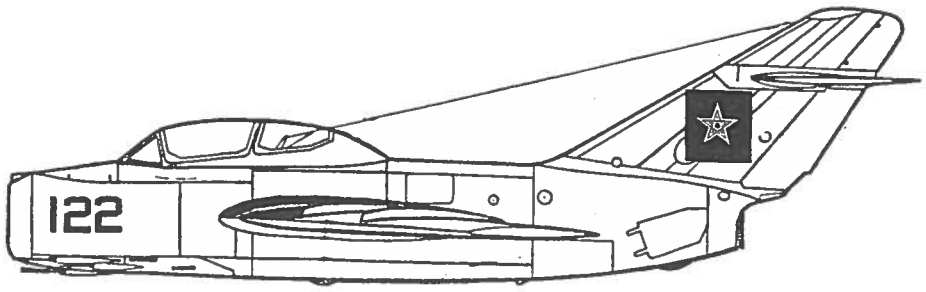
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Santiago A. Flores (SAFCH #588), 569-47-9966, C co. 2/77th Armor, Fort Lewis, WA 98433

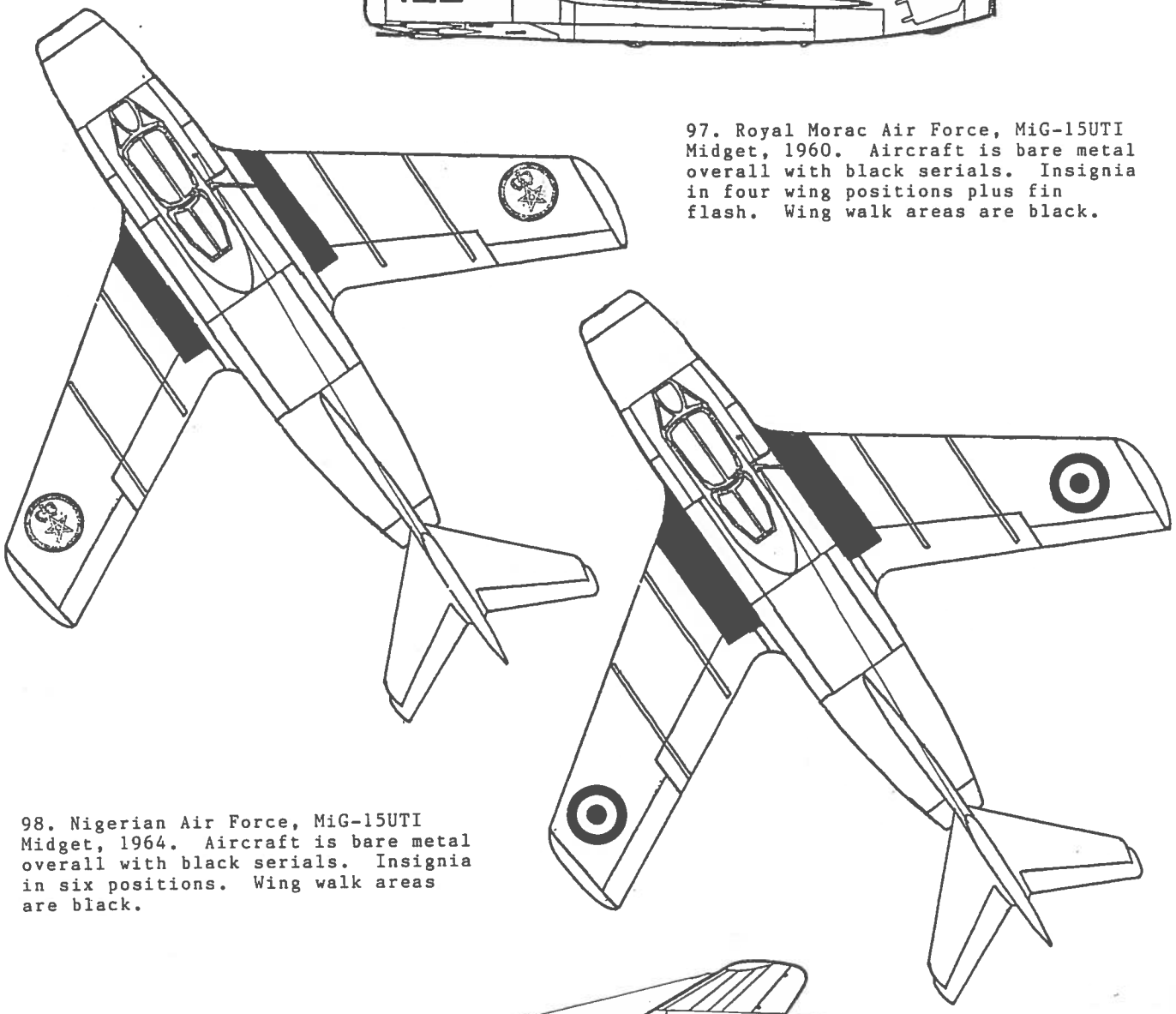
MIG MANIA

MOROCCO, NIGERIA, PAKISTAN, & POLAND

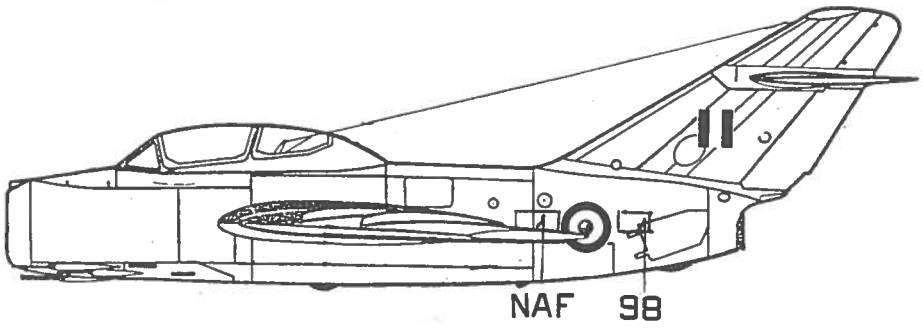


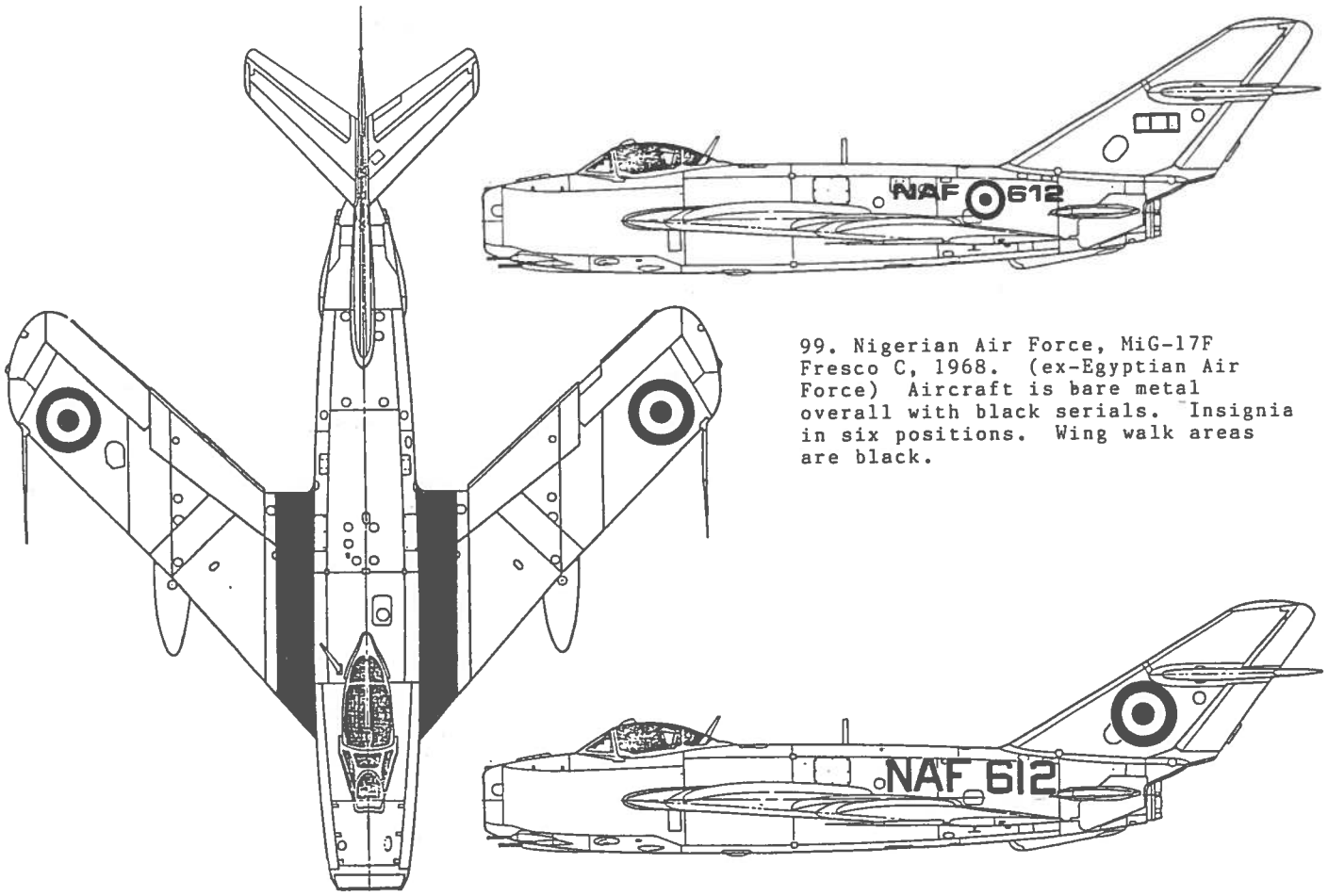


97. Royal Morac Air Force, MiG-15UTI Midget, 1960. Aircraft is bare metal overall with black serials. Insignia in four wing positions plus fin flash. Wing walk areas are black.



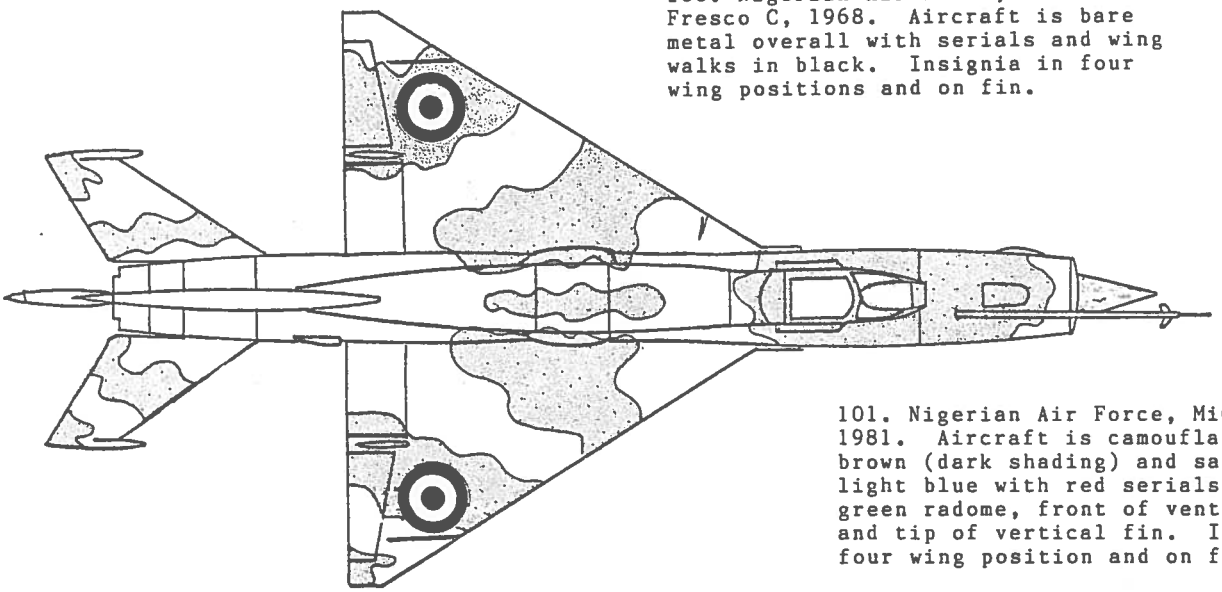
98. Nigerian Air Force, MiG-15UTI Midget, 1964. Aircraft is bare metal overall with black serials. Insignia in six positions. Wing walk areas are black.



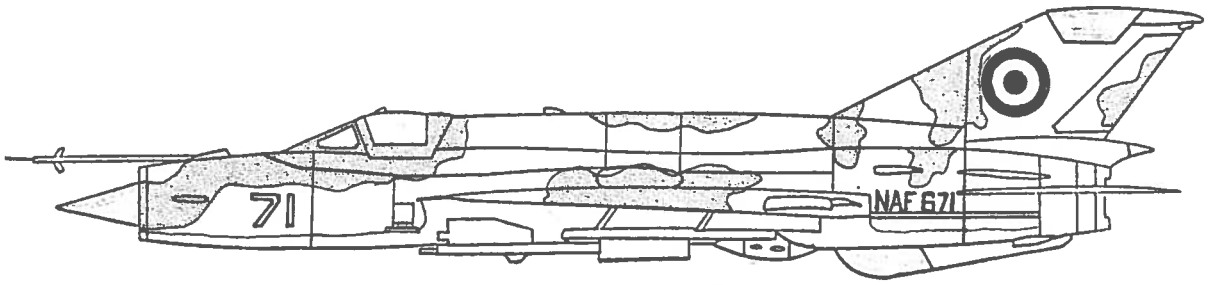


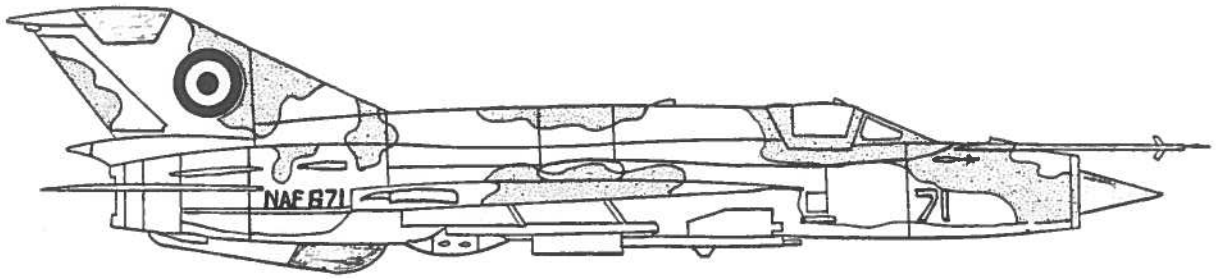
99. Nigerian Air Force, MiG-17F Fresco C, 1968. (ex-Egyptian Air Force) Aircraft is bare metal overall with black serials. Insignia in six positions. Wing walk areas are black.

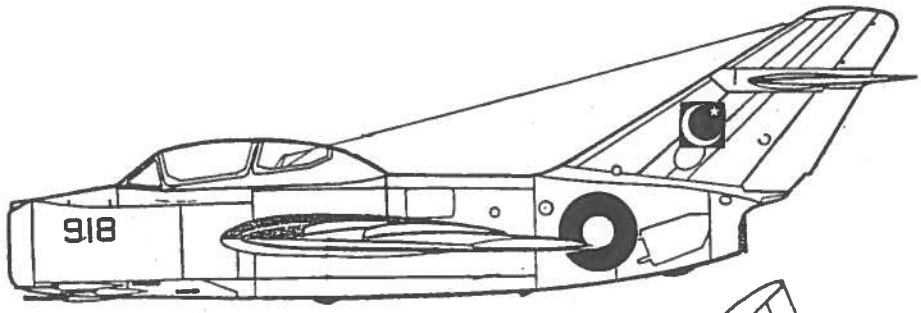
100. Nigerian Air Force, MiG-17F Fresco C, 1968. Aircraft is bare metal overall with serials and wing walks in black. Insignia in four wing positions and on fin.



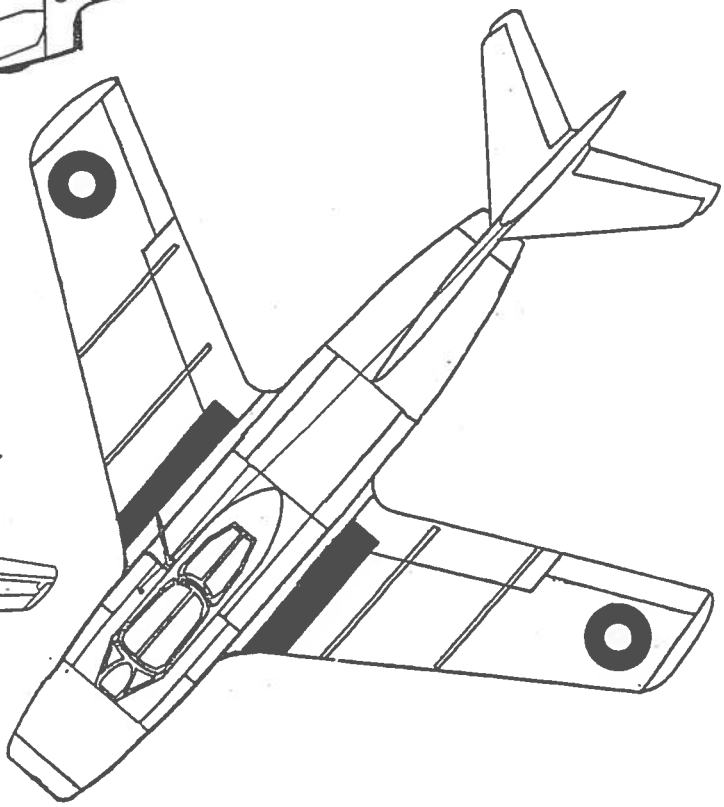
101. Nigerian Air Force, MiG-21MF, 1981. Aircraft is camouflaged red brown (dark shading) and sand over light blue with red serials. Dark green radome, front of ventral fin and tip of vertical fin. Insignia in four wing position and on fin.

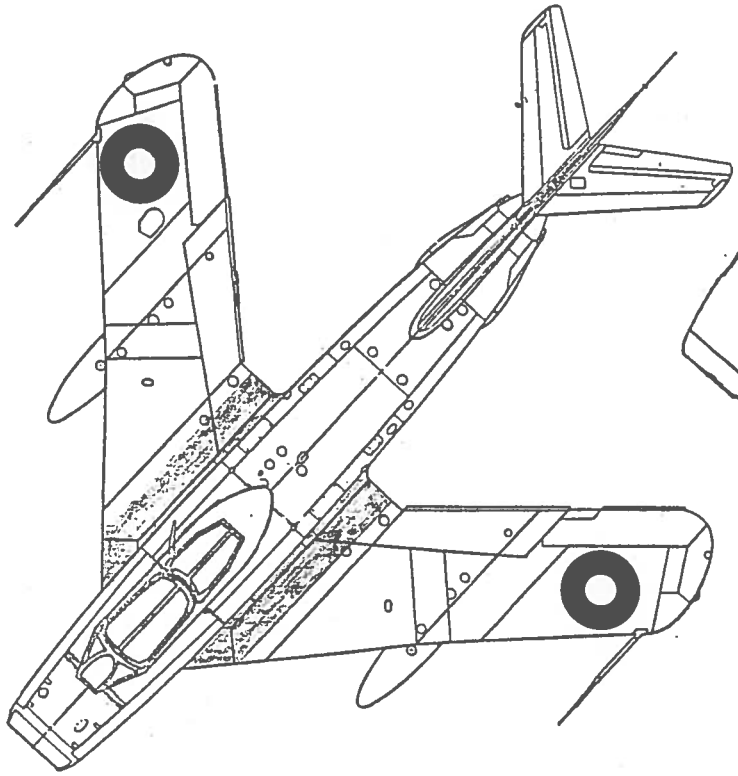




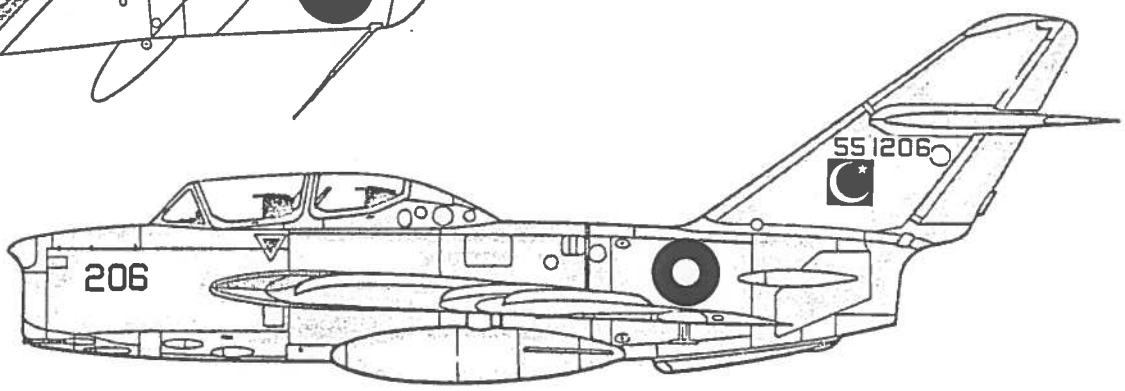


102. Pakistani Air Force, MiG-15UTI Midget. Aircraft is bare metal overall with black serials and wing walks. Insignia in six positions plus fin flash.

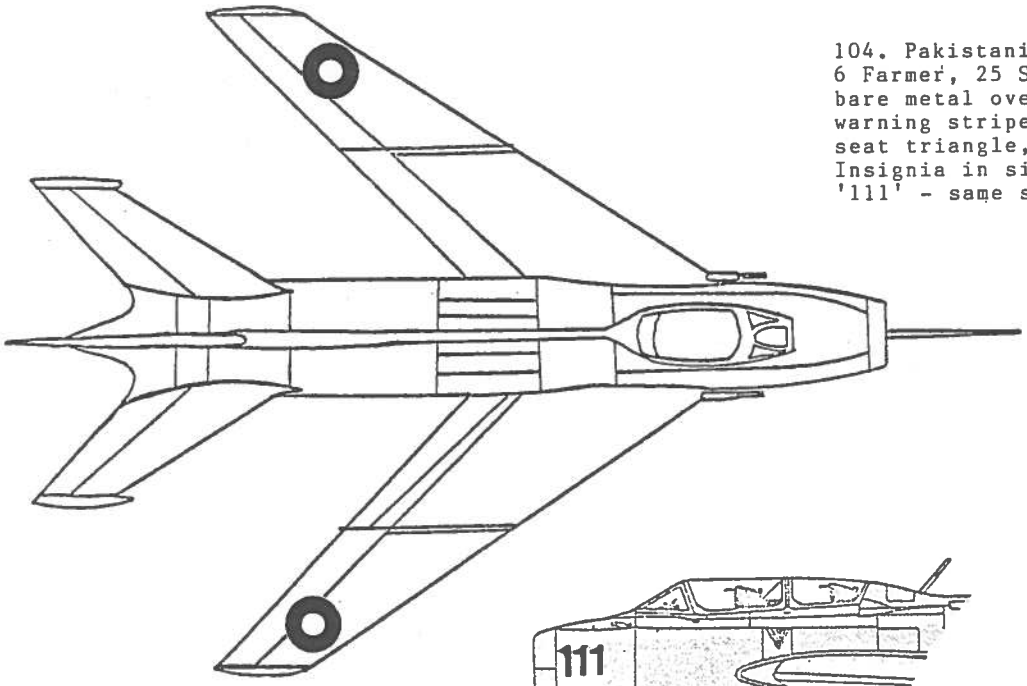


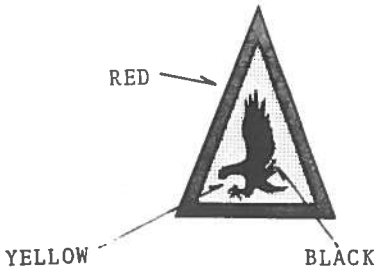


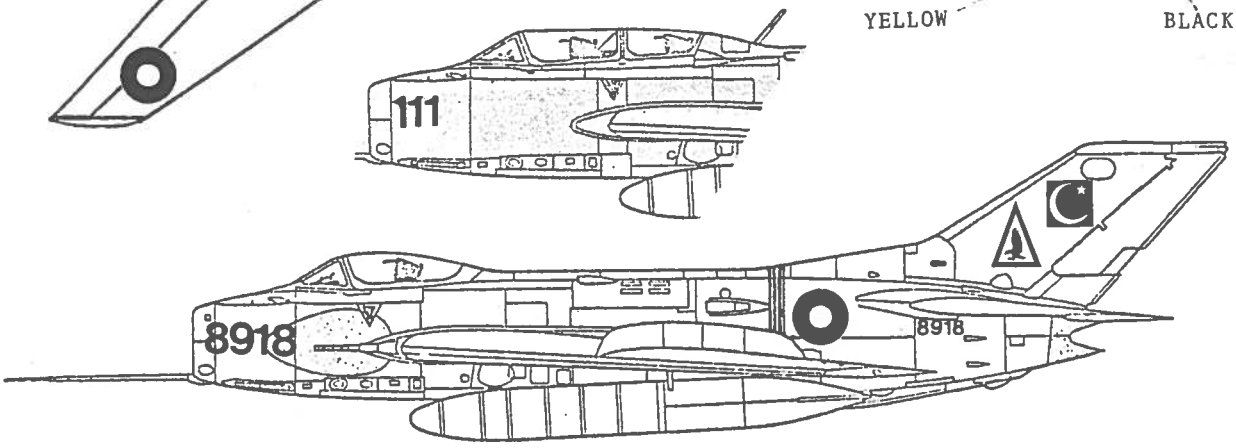
103. Pakistani Air Force, Shenyang TF-5 Fresco, Fighter Conversion Unit, 1980. Aircraft is bare metal overall with red turbine warning stripe, red/yellow ejection seat triangle, and black serials. Insignia in six positions.



104. Pakistani Air Force, Shenyang F-6 Farmer, 25 Sqn., 1980. Aircraft is bare metal overall with red turbine warning stripes, red/yellow ejection seat triangle, and black serials. Insignia in six positions. TF-6 '111' - same squadron and markings.





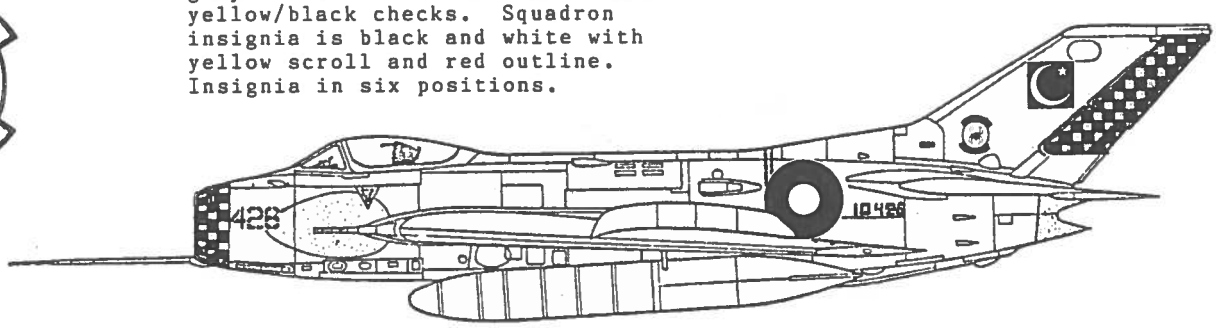


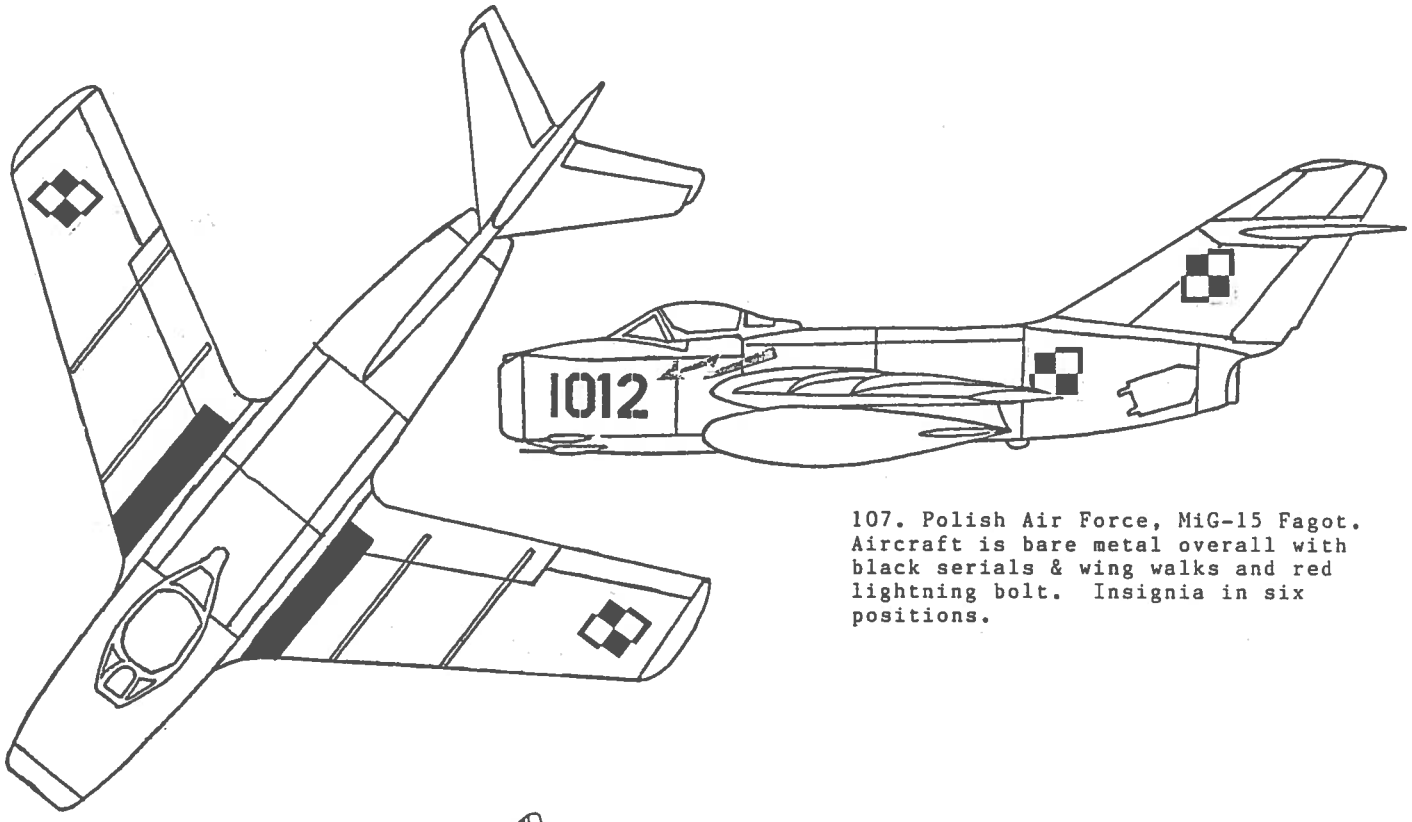
105. Pakistani Air Force, Shenyang F-6 Framer, 23 Sqn. Aircraft is bare metal overall with black serials. Insignia in six positions. Shark-mouth is light blue with red outline and white teeth. Squadron insignia is black with brown/tan leg and red stars & flash.



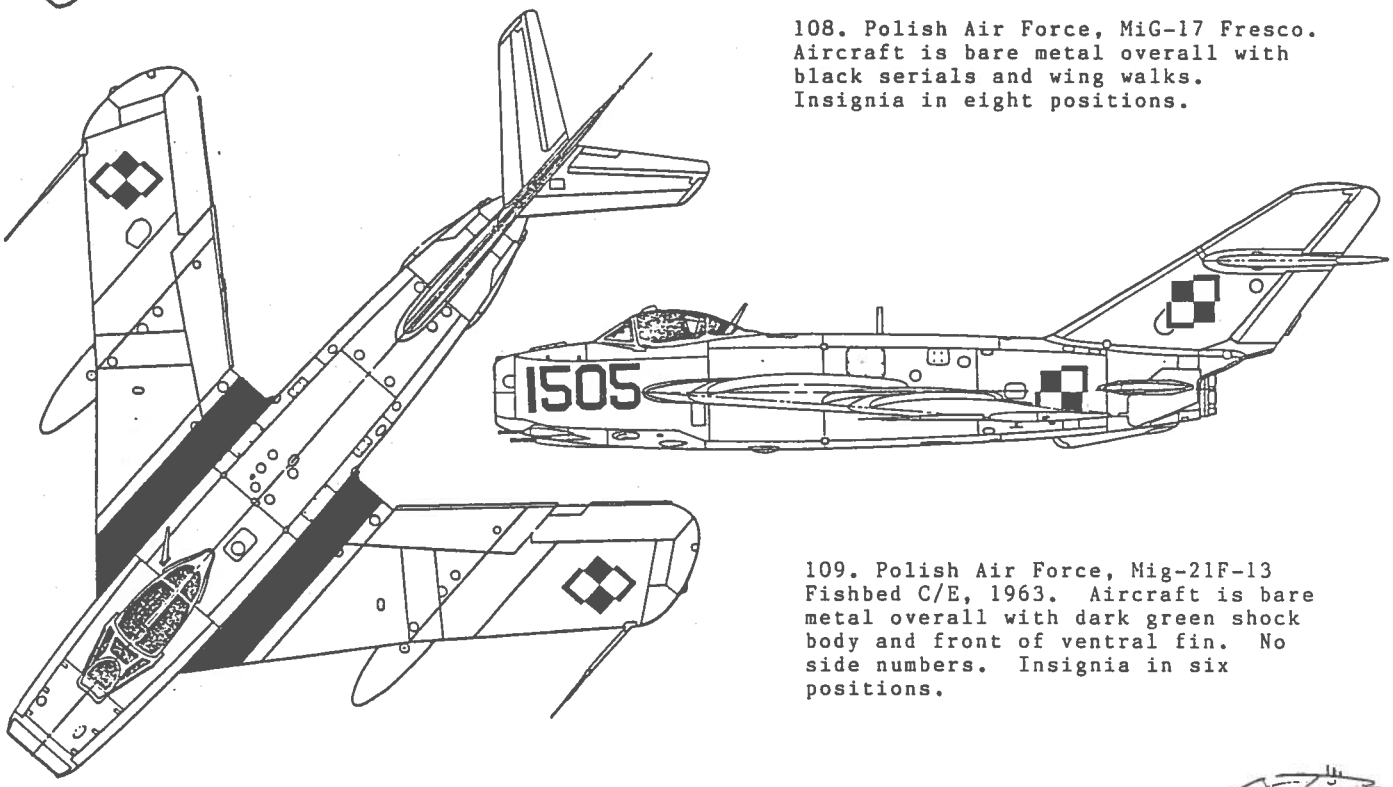
106. Pakistani Air Force, Shenyang F-6 Farmer, 26 Sqn. Aircraft is light grey overall with black serials and yellow/black checks. Squadron insignia is black and white with yellow scroll and red outline. Insignia in six positions.





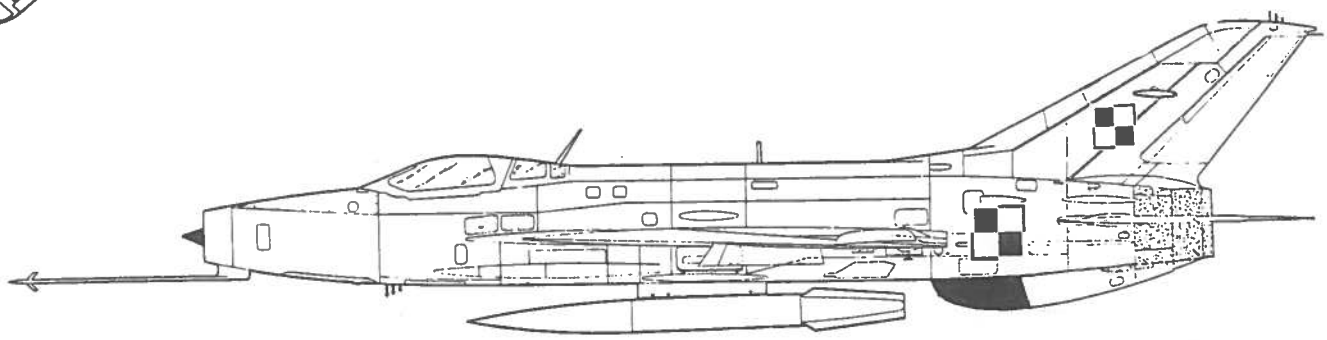


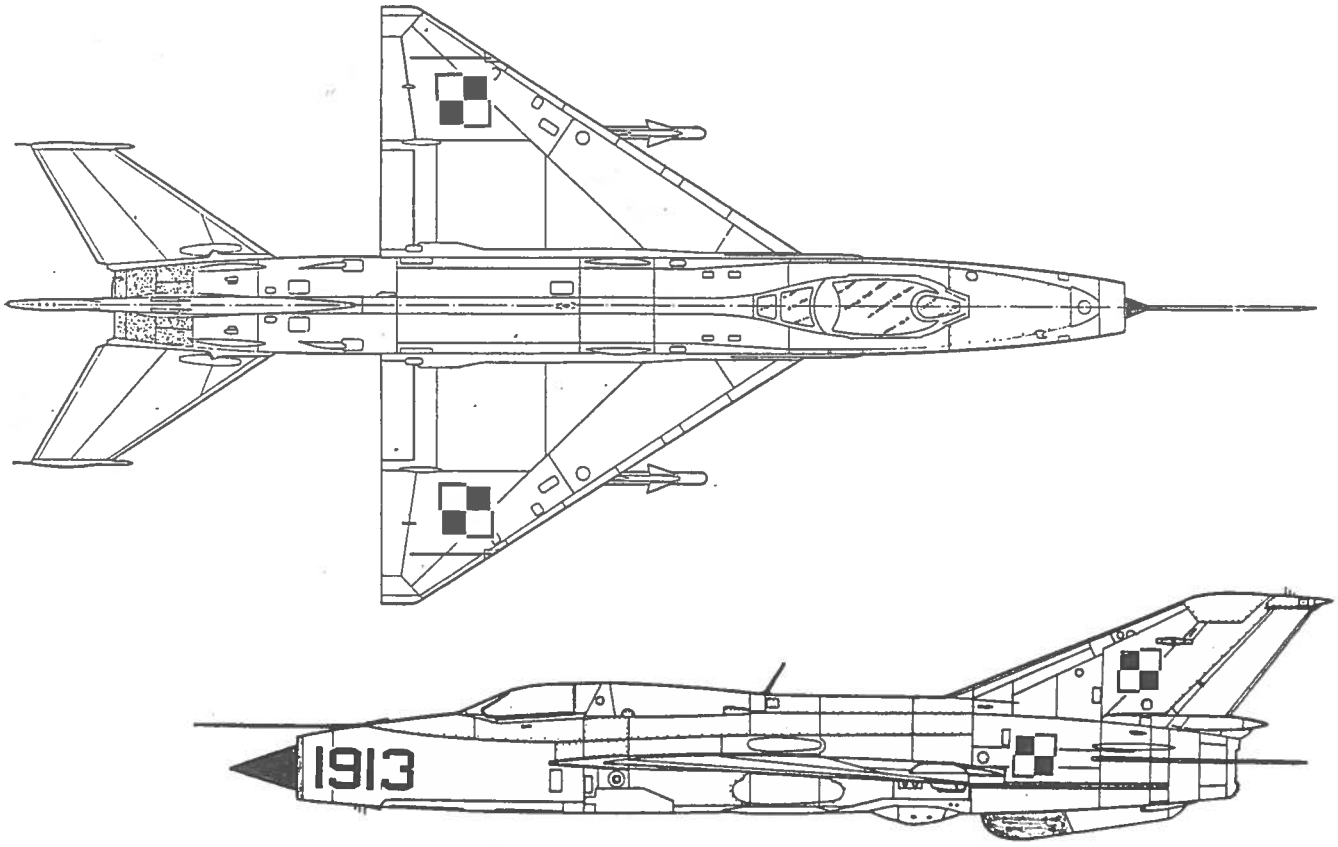
107. Polish Air Force, MiG-15 Fagot. Aircraft is bare metal overall with black serials & wing walks and red lightning bolt. Insignia in six positions.



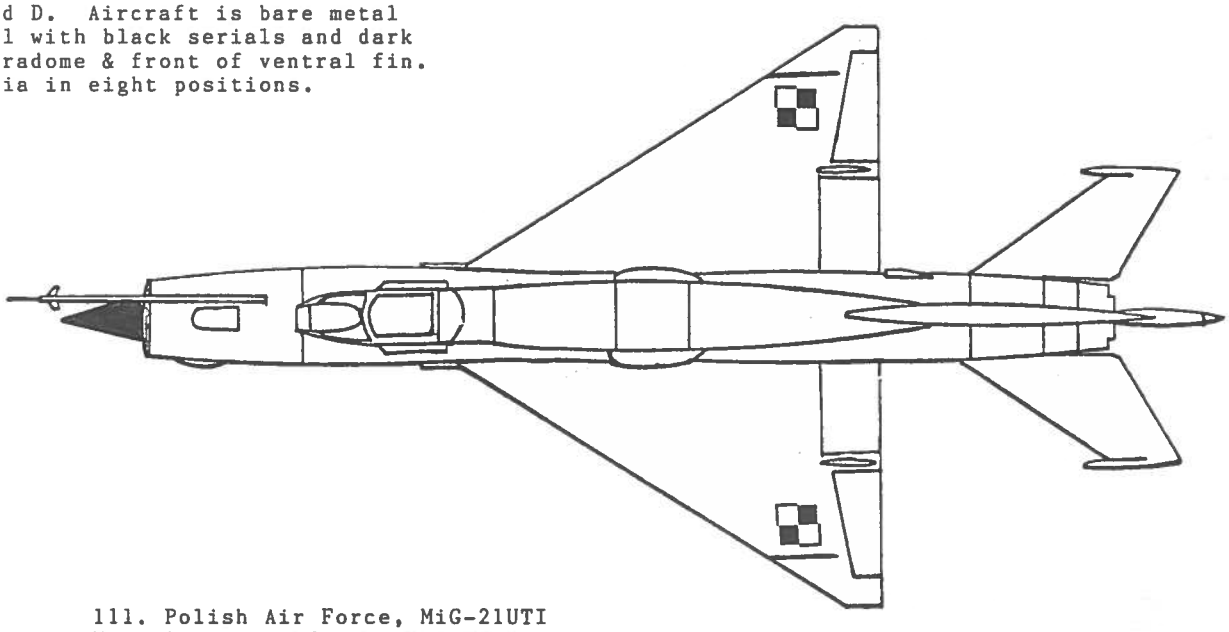
108. Polish Air Force, MiG-17 Fresco. Aircraft is bare metal overall with black serials and wing walks. Insignia in eight positions.

109. Polish Air Force, Mig-21F-13 Fishbed C/E, 1963. Aircraft is bare metal overall with dark green shock body and front of ventral fin. No side numbers. Insignia in six positions.

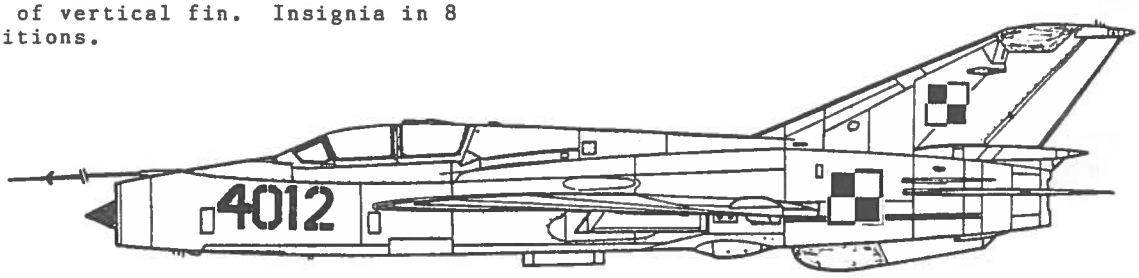




110. Polish Air Force, MiG-21PFM Fishbed D. Aircraft is bare metal overall with black serials and dark green radome & front of ventral fin. Insignia in eight positions.



111. Polish Air Force, MiG-21UTI Mongol. Aircraft is bare metal overall with black serials and dark green radome, front of ventral fin, & tip of vertical fin. Insignia in 8 positions.



MIG MANIA AUF DEUTSCH

MIG FLUGZEUGE, Karl-Heinz Eyermann. Transpress VEB verlag, Franzosischestrasse 13/14, 1086 Berlin, GERMAN DEMOCRATIC REPUBLIC. 192 pages (19.5 cm by 22.5 cm), 128 photos, 30 profiles and drawings (15 in color); hardbound.

Want to exchange a kit of the 1/32-scale Revell Panavia Tornado with an East-German pen pal? You only have to ask him for this very interesting new book and you will obtain something every bit as good a value - the history of the MiG family from its origins to the MIG-27. The MiG-29 and MiG-31 are, how should I say it, too recent to be included in this book. The text is "auf Deutsch, naturlich", but the caption are repeated in English, and there are lots and lots of photos (some well known, but others have not been published before), side-view drawings, 3-view drawings, etc. for the non-German reader. The aircraft covered include both experimental and production aircraft. Aircraft are shown in Soviet and in small-air-force markings. The latter include aircraft in the markings of Indonesia, Syria, North Vietnam, North Korea, Angola, East Germany (of course), Czechoslovakia, Poland, Hungary, Finland, India, Cuba, Iraq, and Yugoslavia. Thirty-seven MiG aircraft, from the MiG-1 to the MiG-27 are covered with photos and 4-view drawings.

If you can read German (and even if you can't), the biggest interest is undoubtedly the designation systems used in the different countries for the MiG types they operate. For example, the fact that a MiG-15 became a LIM-1 in Poland is well known, but less well know is that a Type 96 is an Indian MiG-21MF, and how many enthusiasts know that a Jaguar and a Csuszo are the Hungarian MiG-15 and MiG-17 respectively ? And, how about the nicknames given to MiGs? What is a "Babushka"? A MiG-15UTI, naturally.

One other "pieces de resistance" of the book is the section on NATO code names (including the earlier numerical system) with some of the "whimsical" designation often given to MiG products by the Western world - tasty!

There is even a large section devoted to a study of the differences among the many variants of the MiG-23 and MiG-27 (13 different versions in all).

Last, but not least, are the prototype and experimental aircraft, such as the MiG-8, MiG-11, MiG-13, SM-12, Ye-150, Ye-166, ...

A good value for the money, and also a excellent supplement to Nick Water's outstanding series MIG MANIA in the SAFO.

Did you read about the sponsorship program in SAFO #42? Wouldn't this a great idea for a first exchange with a future member from East Germany?

Daniel Bajno (SAFCH #733), 185 rue Jean de Gouy, 59500 Douai, FRANCE

OFF THE RACKS OF MONOCO

"I'm midway through a six month's cruise, anchored in Monaco after previous visits to Spain, Egypt, Turkey, and Italy. Whenever I get to France or Italy, I pick up the local aviation magazines, so I have some excerpts for our readers.

LE FANA de l'AVIATION, March 1987. "HA200/220 Saeta" 8 pages, 7 b&w and 5 color photos, 3 color side-view drawings, and 2 pages of scale drawings. "Fiat G-55/G-59" 7 pages, 8 b&w photos (one Argentine), 2 pages of scale drawings. "Les Polonais" Polish aircraft at the Paris Air Show, 5 pages, 9 b&w and 3 color photos (TS-11 Iskra, PZL 130 Orlik, M-18 Dromader, M-15 Belphegor, and PZL 104 Wilga). The Belphegor is amazing - a twin-boom jet biplane cropduster! Two color photos of restored Belgian F.8 Meteors. REPLICA MODELS (3 Rue de l'Asile Popincowit, Paris 75011) is offering three 1/72-scale resin kits of the Sud Aviation SO 4050 Vautour - the IIA, IIB, and IIN, at a price of 290F (about $48 US). Postage and handling is 25% extra outside of Europe. Also available are the HA-200 and HA-220 Saeta. A one-year subscription to LE FANA de l'AVIATION (12 issues) is 271F. The address is 15/17 Quai de l'Oise, 75019 Paris.

AIR FAN 11/86 "Trente Ans Plus Tard" 10 pages on Suez 1956, photos of French and Israeli Mystere IVA, French F-84F/RF-84F, and Noratlas. "SAR Meet at Coxyde" color photos of Belgium Seaking & Sikorsky HSS-1 and Portuguese Puma; b&w photos of CASA C.101 of new Spanish flight demonstration team. "Tactical Air Meet 1986" color photos of Dutch NF-5A 316 Sqd. in low visibility grays, Jabo G 31 Tornado, Jabo G 36 F-4F, Belgian Mirage 5Br; b&w photos if Dutch NF-5A (gray/green). "F-18 Hornet for Spain" 5 color photos of first four CE.15. "Thunderbolt: Part 3" 10 pages, 6 color photos of JA-37 Viggen with multicolor pattern and three test schemes: F13/38 overall white, F13/37 overall light gray, F13/40 and F13/69 overall mid gray, 2 pages of 1/72-scale plans for AJ-37. AIR FAN is available from Edimat, 48 Boulevard des Batignolles, 75017 Paris; 12 issues for 294F (about $49 US) outside Europe.

AEREI 3/87 (68 pages) 4 color photos of reborn F-104 in air superiority blue after armament and electronics upgrade. "In Flight with the Portuguese Air Force" color photos of G-91T, T-6J, A-7P, T-38A, T-37C, F-86F, Reims/Cessna 337. AEREI is available from Delta Editrice, CP 409, Borgo Regale, 21-43100 Parma, ITALY. 58,000 L (about $45 US) outside Europe.

Bill Lee (SAFCH #454), 6446 Chartwell Dr., Virginia Beach, VA 23464

HERCULES PRODUCTION LIST

LOCKHEED HERCULES PRODUCTION LIST 1954-1988, 6th Enlarged Edition. 112 pages, 14 cm by 21 cm. Lar Olausson, PO Box 142, S-53032 Satenas, SWEDEN. One copy £3.00 or $4.50 (surface mail) cash or postal giro 541636-7. If you send a cheque, add $3.00.

It is great to see this project continue. Lars Olausson (SAFCH #361) deserves our complete support for this labor of love. The format remains the same, but for newer members who may not have seen the reviews of the earlier editions this booklet consists mainly of a list of every Hercules built including LAC c/n, model, and original owner, registration, and delivery date. A History and Remarks column follows each aircraft through it career including service use; changes in ownership, registration, markings and color schemes, and ultimate fate (if decided). To find the aircraft used by a particular small air force, an appendix lists the c/n for all aircraft by country; once the c/n's are know, a trip to the production list will provide all the information you need.

For those of you familiar with the earlier editions, let me quote from Lars' Forward to highlight the changes since the last edition was published two years ago.

"There have been several changes in the

Hercules world during the last two years - the main reason being that Lockheed keeps the line running at three aircraft a month. Several sources at Gelac have keep me informed of the present and future production.

"Letters are arriving, some of them with a tremendous amount of material which makes me very happy.

"The 'USAF Tail Code' chapter has been deleted from this edition as there have been no changes since the 5th edition. If you need the tail code list, send me a dollar (or equivalent) cash for postage.

"This edition has been run on a duplicator, to be able to print fewer copies economically and hopefully produce new and more up-to-date editions more frequently. This of course depends on you, old and new Hercules friends. Let me hear from you with corrections, additions, sightings and questions.

"If you want more copies or airmail delivery, send an order and I'll send a bill with the book(s)."

If you're at all interested in the Hercules, this book is a must. It has got to be the best bargain around. Wouldn't it be great of other people would do a similar job for other aircraft.

INDEX TO MODEL PERIODICALS 1977

INDEX TO MODEL PERIODICALS 1977, Paul Cardwell, 250 pages 8.5 inch by 11 inch. Hippogriff Publications, 111 E. 5th, Bonham, TX 75418.

It is a great pleasure to review another continuing project from an old friend. Paul Cardwell (SAFCH #266) has recently published his second index, this one for 1977. As you can see Paul's still a little bit behind, but if you've seen this index you will appreciate the tremendous amount of work that goes into one of these volumes.

Paul has indexed information from 81 magazines from around the world, and it is real exciting to see the SAFO mentioned along with such magazines as AVIATION NEWS, L+K, and many others. (If Paul is not indexing your magazine, write to him, I am sure he would like to hear from you.)

All types of models are includes, including boats, cars, rockets, non-scale, and operating scale to name a few. A partial list of the contents, including only those items of interest to the static-scale modeler will give you a feeling for the coverage. STATIC SCALE: Drawings, Scratch Plans, Conversions, Superdetailing, Kit Construction and Correction (Aircraft, Armor, Automobiles, Engines, Figures, Ships, Structures, Dioramas). COLOR PATTERNS: Aircraft by period, Armor by type, Automobiles by type, Railroad by type, Ships by nations. ARTICLES: Construction by subject; Design by subject; History by subject. REVIEWS: Books by subject; Kits, static by subject; Movies & Records.

To see the nature of the information provided, let's take a couple of entries at random: COLOR PATTERNS, Aircraft, Individual, Between World Wars, Denmark, Military:

Avro 504K: Navy, c1923: SAFO N 77 2/4:115
Avro 504N: Navy: SAFO N 77 2/4:115
Fokker D.VII: 1923-1927 var: DP Sp 77 59:15

Or, STATIC SCALE, Aircraft, Scale Drawings, Between World Wars, Spain, Civil:

Cierva C.30: 3v, sec: autogyro: SAFO J1 77 2/3:87

These were not really chosen at random, but you get the idea.

I seem to have misplaced Paul's letter and there is no price on the cover, so if you interested in this book, you should write Paul to get the price. You might want ask about the availability of the 1976 edition. Each model club should have one of these for each year.

I wonder if Paul has thought about putting the index on floppy disks to allow computer retrieval of the information?

IPMS-JOHANNESBURG'S MAGAZINE

THE GOLDEN JAW, The Journal of IPMS Johannesburg (For subscription information, write to Colin Burgess, The Goat House, 43 African St., Gardens, Johannesburg, 2192 SOUTH AFRICA)

Colin Burgess (SAFCH #402) is the editor of this fine little chapter magazine. Since this is their first issue, and since they were kind enough to include a full-page advertisement for the SAFO, I'll review the contents in some detail.

This issue contain 28 xeroxed pages measuring 21 cm by 29.5 cm and stapled at the corner. The major article is, not surprising considering Colin's interest in helicopters, is on the Westland Wessex HU.5. Included are 5 photos of indifferent reproduction and six pages of excellent drawings for detailing and marking several Royal Navy HU.5. A 3 page section, called the Paint Shop, describes and provides drawings for USN Cessna O-2A and RF-8G and a West German 25th Anniversary F-4. The reviews section covers the Tamiya's 1/350 New Jersey, L&S's 1:1 Mauser M96 Pistol, Masegawa's (sic) F-20 Tiger Shark, ESCI's RF-5F A/B/C, Heller's DC 6, and 299 Models' PB1W conversion kit, each in about one page or so. The Notice Board includes Wants and Disposals from the members and a list of Greeks seeking pen pals. Three pages a devoted to advertising: IPMS/USA Conversion Parts, a local hobby shop, and SAFO.

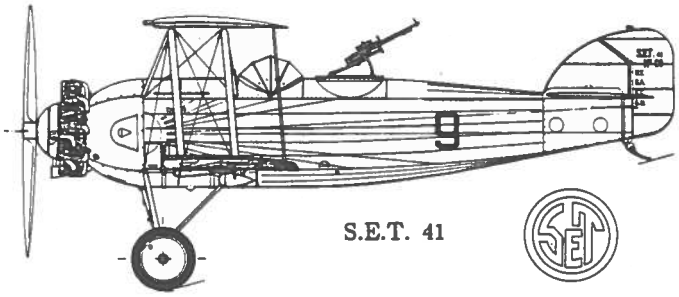
On the whole a very commendable first effort and one to be encouraged if you're into that sort of thing,and, if not,one to watch for it has the potential to become an excellent source of unusual information.

A ROMANIAN MODEL MAGAZINE

I've been receiving aviation and modeling magazines from Eastern Europe for about twenty years now, so it came as quite a surprise when I received several copies of a first-class magazine from Romania that I have never heard of before. Published in large format (24 cm by 34 cm) on rather indifferent newsprint, the quality of the production does not do justice to the excellent information, especially the drawings, contained within. A listing of the aviation articles in the issues received so far is to be found in the ABSTRACT section elsewhere in this issue of the SAFO, and should give you some idea of the value of this magazine to SAFO readers. The detailed review of the contents of one issues which follows will serve to give some idea of the variety of topics covered. Finally I will do a detailed review of an article that is of special interest to SAFO readers. All this should give you some idea why I am so impressed by this Romanian magazine.

Issue 4/85 contains 3 pages on the Golden Hind including 2 pages of detailed drawings.

The Bucker Bu-133C "Jungmeister" in Romanian registration YR-PAX as flown by acrobatic ace Alex Papana is covered in 5 pages including 1/24-scale 5-view drawings. The fishing cutter "Marea" is covered in 4 pages of drawings. One page is devoted to the "Racheta: Roland" with large-scale drawings of the rocket and small-scale drawings of the carrier vehicle. Three pages are devoted to drawings and photos of the "First Romanian Railroad Locomotive for the Oriet Express". A page of drawing (with color side-view) presents "The First Electric Tramway of Romania - Bucharest 1894", The "Modern Aircraft" section presents 3 pages of 1/24-scale color drawings of the Su-26. A four-page removable calendar provides 12 color side-view drawings of early Romanian aircraft (Spad 13, Sopwith 1 1/2 Strutter, Voisin 8, Nieuport 11, Nieuport 17, Farman MF.7, Caudron G.4, Breguet BM.5, Bleriot, Caudron G.3, Voisin, and Morane Saulnier.



Issues 4/86 and 1/87 contain a two part article in the "Romanan Traditions" section presenting the history of the Romanian Aircraft Factory (Societatea de Exploatari Tehnice) SET-31. Included in the 5 pages of the first part is a table of specifications for 17 types of SET aircraft built between 1927 and 1934, but the majority of the article is about the SET.3/31 series of biplane training aircraft and its derivative, the SET.4/41 reconnaissance bomber. The SET.3 was the first Romanian-designed aircraft built in quantity for the Romanian Air Force. The SET.31 performed many aerial feats in Romanian Air Force service. In 1932, a single-seat conversion of the SET.31, the SET.31G was flown by Ionel Ghica from Bucharest to Siagon and back, a distance of 23,000 km in 140 flying hours. The major of the article is devoted to drawings. Included is a 1/25-scale inboard section of the SET.31G. Three pages are devoted to 1/44-scale drawings of the SET.31G [top, bottom, front, rear, port, starboard (with and without the outer wing struts), and cross sections]. These drawings are of excellent draftmanship, well up to the standards set by such magazines as AVIATION NEWS. Three photos illustrate the aircraft and a further 7 photos show details of the construction.

The second part of this series consists of 5 pages of drawings of military SET.3/31 and SET4/41. Excellent scale drawings, again to 1/44 scale, show the SET.3, SET.41 each in six views. A final page illustrates all the aircraft covered in the article with color side-view drawings of the SET.31G in civil registration CV-XYZ, SET.3 & SET.31 in Romanian Air Force markings, and SET.41 fully armed but in a brilliant aluminum and red sunburst scheme (company demonstrator?).

MODELISM is a magazine worth getting. Ask for it from your East European pen pal.

TCHAD 1983-1986 MANTA & EPERVIER

TCHAD 1983-86 MANTA/EPERVIER. Decals por les armees de l'air: France, Tchad, & Zaire. Club Maquettiste Vauclusion

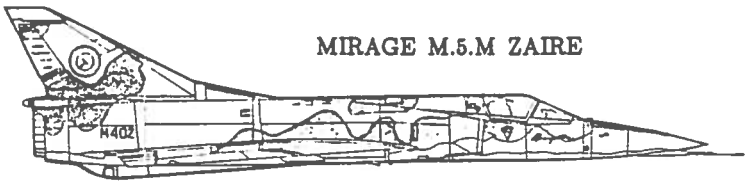
"I am sending to you for review in the SAFO a set of decals designed and produced by our local Modeling Club of Avignon in southern France. These decals provide the markings for aircraft operated against the Libyan forces of the ambitious Colonel Gadhafi. The price for these decals is 60 French franks plus 5 ff for postage. Send all orders directly to: C.M.V. 84, Les Vallabregues, 84510 Caumont, FRANCE."

Let me begin this review by quoting from the voluminous 18-page instruction booklet: "Several French governments, in response to Franco-Chaddian agreements, have sent French forces to Chad. It was during the two most recent operations, MANTA and EPERVIER, that important aerial actions took place.

"France sent the following aircraft: Jaguar, Mirage F1C, Mirage F1CR, Atlantic, Transall, C-135F, Puma, and Gazalle. In 1983, President Mobutu's Zaire sent three Mirage M5M, three MB-326Km and one Puma. The USA aided by providing President Hissene Habre of Chad with some C-130A Hercules. The Chad Air Force put its own aircraft into action, mainly Twin Otters, CASA 212, DC-3, and DC-4."

The decals sheet provides markings for the following aircraft: Operation MANTA (Aug. '83 to Sept. '84) French Mirage F1C-200, Chad C-130A, and Zaire Mirage M5M. Operation EPERVIER (Feb. 86 and still going on in May 87) French Mirage F1C-200, Jaguar A, Mirage F1CR, and Chad C-130A Hercules.

The instruction booklet contains 10 pages of drawing for these aircraft and a one-page English translation of the color schemes. French aircraft operating in Chad were repainted in desert schemes: Mirages were cream and desert sand and the Jaguars were cream and chocolate. The Zairian Mirages were zinc chromate and dark green. All these aircraft had matt silver undersurfaces. The Hercules used by Chad were TT-PAA in natural metal, TT-PAB in standard Vietnam scheme, and TT-PAC & -PAD in "European One" scheme. FS 595 equivalents are given for all colors as seen on the aircraft and not necessarily the ones quoted in official specifications All decals are coded to numbers on the drawings in the instruction booklet.



(LOCKHEED HERCULES PRODUCTION LIST 1954-1988, 6th Edition by Lars Olausson shows TT-PAA is c/n 3208 ex-RAAF A97-308 and TT-PAB is c/n 3020 ex-USAF 54-1633. TT-PAC and -PAD are not listed. Any readers who can provide information on these C-130s should write directly to Lars at the address given elsewhere in this Review section.)

Sounds like am excellent opportunity to model the aircraft that participated in a "small" air war. But, the price of 60 Ff converts to almost $10.00, so let see what you actual get for your hard-earned money.

This set consists of two sheets measuring 17 cm by 13 cm and a small sheet 3.5 cm by 2.5

cm. The decals are sharply printed in dense ink, and the register is perfect. This latter is all the more amazing since the sheets are done in at least 7 colors (black, grey, white, light blue, dark blue, green, & yellow;but I could have missed a couple). French aircraft occupy about 3/8th of the sheets and include 17 different squadron emblems as well as all the numbers, warning symbols, and stencils for the Jaguars and Mirages. I wont talk about these, but they are important, because the modeler of the small air forces would probably want to get a friend who would like to build French jets in desert scheme to spring for half the cost. This way he would be spending about $5 for the decals for a Zaire Mirage and a couple of Chad C-130s.

So, on to the Zaire Mirage M5M. These decals occupy about 1/8th of the sheets, but every thing you need (and more) is there. If my French is correct, the aircraft illustrated, M402, carries a roundel on the upper surface of the port wing and one on the lower surface of the starboard wing. That's not too unusual, but it seems that while a roundel is carried on the starboard side of the tail, a square insignia is carried on the port side of the tail. The decal sheet provides both types of markings: 4 roundels and 2 squares. These markings, consisting as they do of a black arm holding aloft a lighted torch superimposed on a yellow disk with a green surround, are handed, and the decal sheet provides for this. The two extra national insignia are un-numbered, so I suspect that my French is correct. All the numbers, warning symbols, and small lettering is there including the script "Mirage M5M" on the nose and plenty of "NE PAS MARCHER" lettering.

The decals for the Chad Hercules occupy nearly half the sheet. TT-PAA used 4 large roundels (2 on the wings and 2 on the fuselage) and 2 large fin flashes. TT-PAB uses 4 small roundels with yellow surrounds and no fin flashes. Either TT-PAC or -PAD can be built (not both), and this aircraft will use 4 small roundels (without yellow surround) and 2 small fin flashes. I don't know if there is enough stencils and stripes for three aircraft, but most of these can probably be found on the kit decals. So there seems to be enough decals to build 3 Chad C-130, but I don't know who would be crazy enough to want to build 3 Chad C-130. Perhaps the extra roundels can be used on model of other Chad aircraft. Anybody have good schemes for Chad aircraft?

In summary, what we have here is an excellent sheet of decals, well research, well produced, and most welcome because of there application to a small air war. However, the dogmatic modeler of the small air forces will find these decals expensive if he builds only the Zaire Mirage and one Chad C-130. However, if he gets together with a couple of friends who want to build Jaguars and Mirage F1Cs, the price would be very reasonable. And, who knows, our dear reader might even be tempted to add a desert scheme French Jaguar or Mirage to his collect at small additional cost.

(Editor's note: I wonder if ABT Decals didn't have it right after all. They produced small decal sheets (about the size of a large stamp) covering a single subject at a price less than the cost of the kit for which the decals were bought. People must have looked at the trade-offs of preparing large decal sheets covering many subject vs. producing a lot of little sheets with one subject each. They must have concluded that small sheets are too expensive. However, why can't somebody produce large sheets and cut them into small pieces each with a single subject. The cost of producing the decal should be the same; the only extra cost would be in cutting the decals and mailing, but this should be minor. If anybody has looked into this, I would be most interested in hearing about the reasons for going to bigger decal sheets.)

1/48-SCALE VACUFORM MODELS FROM FRANCE

MORANE SAULNIER MS 406, 1/48-scale vacuform kit. JMGT, 71 Grande Rue, 95760 Valmondois, FRANCE.

From France comes a new line of state-of-the-art vacuform kits in 1/48-scale. There first three kits, the Morane Saulnier MS 406, Dewoitine D 520, and Curtiss Hawk 75A3 (PW Twin Wasp) quite naturally reflect a strong Gaulish influence, as do their future releases of the Curtiss Mohawk IV (Cyclone), Bloch 152, Potez 63, and Breguet 690.

The first three kits include almost all the items we have come to expect for the better vacuform kits: excellent engineering, thick plastic, clear vacuform canopies, cast metal and resin accessories,sturdy packaging, and comprehensive instructions. The only thing missing from the JMGT kits are decals, but they are promising decals in future releases as well as decals for the already existing kits. The three kits already available are quite similar in quality, so a detailed review of one will serve to describe them all.

The Curtiss H 75A-3 Mohawk III may not be as unique in 1/48 scale as the MS 406 or D 520, but it is the one that will probably be of most interest to non-French modelers. The kit is molded on two sheets of thick white plastic. The smaller sheet (25 cm by 10 cm) of 1.5 mm thick plastic contains the fuselage halves and optional cowl with open flaps. The larger 25 cm by 30 cm sheet is thinner (1 mm) and contains the wings, horizontal tail, and miscellaneous parts including wheel wells and a 7-part interior. The moldings are well engineered with the dihedral built into the wings and all deep-molded parts retain their integrity. The molding is sharp with delicately inscribed panel lines.

The one-piece vacuform canopy is clear and close to scale thickness with sharply-defined frames. The Twin Wasp engine is resin molded in one piece with sharp fin and bolt detail and no flash. The are 12 flash-free cast-metal parts (propeller, 2 different types of spinners, control column, 2 side consoles for the cockpit, 2 landing gear legs, tailwheel, and pitot tube. I was disappointed not to find cast wheels, but three set of wheels are provided on the plastic sheet in case you mess on up.

A small decals sheet (3 cm by 5 cm) provides decals for a not-very-convincing instrument panel and for the "CURTISS H 75-C1 No 35" or "No 49" tail lettering as well as a couple of "LEVER ICI" inscriptions.

The instruction booklet is a thing of beauty. The 9 pages includes an outstanding 1/48-scale 3-view drawing by G. Beauchamp, 2 photos of the cockpit interior, a detailed drawing of the landing gear, a 3-view drawing (port, starboard, top, and scrap-view of bottom) showing the camouflage pattern and markings of aircraft No 35. Two pages on instructions are in French and there is also a

3-pages English translation. Color matches are given for both Humbrol paints and for FS 595.

The JMGT kits are on the cutting edge of vacuform technology and they should certainly make into impressive models. However, they are not inexpensive; Morane Saulnier MS 406 is 120 FF, the Dewoitine D 520 is 110 PP, and the Hawk 75A3 is 130 FF. At the current exchange rate of 0.164 $ per French Frank this works out to about $20, $18, and $22 respectively. One kit each is available at these US prices from the SAFCH Sales Service.

WW-I VACUFORM KITS FROM SCALEPLANES

It is somewhat of a cultural shock to go from a review of expensive, high-tech vacuform kits of 1/48-scale WWII fighters to a review of inexpensive, so-called "basic" vacuform kits of 1/72 WWI fighters. From big, powerful, sleek, metal, well-known monoplane fighters to tiny, fragile, wood-and-fabric, biplane fighters. And, frankly, while all by intellectual reasoning support the high-tech approach, by emotional sympathies are with the "basic" concept.

A.D. SCOUT, 1/72-scale vacuform kit by Expomodel. Available from Libramodels, PO Box 214, London SW17 8AP, ENGLAND.

The A.D. Scout (sometimes called the Sparrow Scout) is one of the more unusual of the many unusual designs to appear during WWI. A twin-boom pusher with a horizontal tail almost as long as the wings, the pilot sat high up in a nacelle projecting far in front of the upper wing. Add to this a ridiculously narrow landing-gear track and you have as preposterous-looking aircraft as you can imagine. Ever since I first saw this aeroplane in Jack Bruce's WAR PLANES OF THE FIRST WORLD WAR: FIGHTERS, Vol. 1, I thought this would make a great scratch-built model since no one would ever come out with a kit of this aerial oddity. Well, I was wrong, Expomodel has come out with a neat little vacuform kit.

Molded on a single sheet of thick white plastic 18 cm by 13 cm are 17 superbly molded parts. The wings, horizontal tail, and 2 vertical tails are molded single-sided as appropriate for the thin surfaces of the prototype. Rib detail is accurately subdued and the control surfaces are sharply inscribed. The two parts of the nacelle are cleanly molded and a 4-part interior in included. The propeller, wheels, and engine are well molded, but why mess with the engine when 100 hp Gnome Monosoupape is available from Aeroclub. Three length of airfoil-section strut material can be cut to length using templates provided on the plastic sheet.

The instruction sheet is as simple (and as adequate) as the model. This includes a short history, detailed assembly instructions that are easy to follow, an exploded view, a painting guide, and a small 3-view drawing showing the simple markings. All in all, a model of clarity and simplicity, but I would have liked 1/72-scale drawings. (These can be found in a recent issue of WINDSOCK.) There are, of course, no decals, but Libramodels does offer separately a sheet of Union Jack decals for £1.75 postage free if ordered with any kit.

If you like unusual aircraft, then you can not do better than model Expomodel's A.D. Scout. The price is £3.50 plus £1.60 airmail postage from Libramodels.

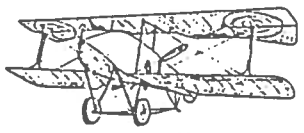
DUFAUX FIGHTER, 1/72-scale vacuform kit by Scaleplanes. Available from Libramodels, PO Box 214, London SW17 8AP, ENGLAND.

Although produced under a different label, the Scaleplanes model of the Dufaux Fighter so similar in concept and execution to the Expomodel A.D. Scout described above that they must have been produced by the same team. Everything said about the quality of the moldings and the excellence of the instructions for the Scout applies equally as well for the Dufaux so there is no need to repeat this. However, it should be noted that 1/72-scale drawings are included.

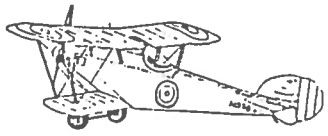
At first glance, the Dufaux appears to be a conventional biplane WWI fighter with a conventional fuselage and tail unit. You first notice something is wrong when you start looking for the propeller; its not in front and its not in back. There it is, right in the middle of the fuselage. Early WWI designs tried some funny things to get around from shooting off their propellers, but this is probably the most bizarre. Are you wondering what keeps the tail from rotating with the propeller or, worse, falling off and were are the control cables for the tail surfaces? Jack Bruce explains it all in Vol. 4 of his Fighter Series: "The large-diameter tube on which the airscrew rotated was secured to four substantial star-shaped steel pressing, two in each half of the fuselage. ... the large-diameter hub liner had external teeth on its frontal periphery and was driven by a shaft from the engine. Such an arrangement provided a large-bore hollow shaft through which the control runs to the rear fuselage could pass." There your, now you can build a working model.

Scaleplanes 1/72-scale vacuform kit of the Dufaux Fighter is a well-produced kit that should be fun to build and even more fun to show to all those Fhanton Freaks and Hornet builders at your next club meeting. the kit cost £2.99 plus £1.60 postage from Libramodels.

Other kits available in the Scaleplanes "basic" vacuform range of kits are the PV.7 Grain Kitten, Eastchurch Kitten, FE.8, Vickers FB.19, Blackburn Monoplane, and of great interest to the builder of the aircraft of the small air forces, the Nieuport 1912 Monoplane and the Morane Saulnier L.



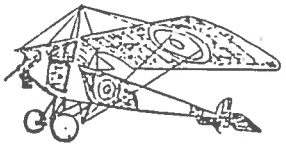
Dufaux Fighter



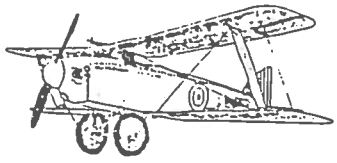
PV7 Grain Killen



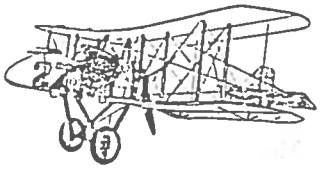
Nieuport Monoplane 1912



Morane-Saulnier 'L'



Eastchurch Killen

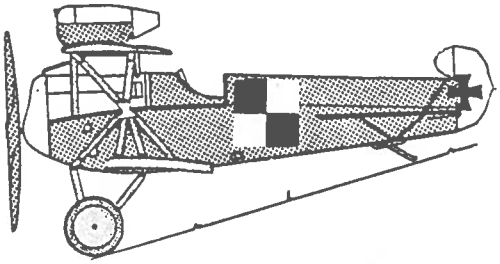


F.E.8

HANSA-BRANDENBURG D.I

HANSA BRANDENBURG D.I, 1/72-scale vacuform kit by Classic Plane, Mollineys Nocken 6a, 4300 Essen 15, WEST GERMANY.

Classic Plane continues to bring out vacuform kits of WWI aircraft. The quality of the molding remains uniformly excellent. The Hansa Brandenburg D.I is molded a a single sheet of thick plastic 11.5 cm by 16.5 cm. All flying surfaces are one sided with nice rib details. Two types of vertical fin are provided: with and without fixed surface. The fuselage is smooth to simulate its wood covering with delicately inscribed panel lines around the fully inclosed engine. Small parts include include a wing-top radiator, the Schwarzlose Gun enclosure mounted above the center-section of the top wing, exhaust manifold, propeller, and wheels. All these parts can be used unless you have something outstanding in the spare-parts box. Three lengths of airfoil-section strut material are includes, and templates are provided for cutting the complicated "star" struts. Gluing these latter into place will be quite a challenge. The instruction sheet consists only of a short history and very good 1/72-scale 3-view drawings. The suggested color schemes are rather uninspired, but, if you have Martin O'Conner's book on Hungarian Air Aces, you'll not lack for colorful schemes: Frank Linke-Crawford's D.I with a gigantic Polish chessboard on the side is the scheme that is most appealing to me. (Does anyone know of any link between Linke-Crawford's use of this insignia and Stefan Stec's use of it on his Polish Fokker D.VIII? Linke-Crawford was born near Krakow. Could he be the "father" of the Polish air force insignia?)



POLISH KITS SCHEDULED FOR 1987/88

"Three 1/72-scale injection-molded kits have been announced. ZTS Plastyk will release a kit of the winner of the 1932 Challenge Cup, the RWD-6. Siedlce will continue their excellent glider series with the SZD 41 Zefir 4 and expand their offerings with a RWD-8. (Editor's note: I've seen a test shot of the RWD-8 and it is great).

"Vacuform kits in 1/72 scale include the Lublin R XIII with resin parts in two versions (26 Squadron on wheels and a floatplane of the Dywizjon Lotniczy 1939) from Framtek. From JMK will come a Bf-109E-1 in Spanish Civil War markings and a Spitfire XII in 41 Squadron RAF markings.

"In 1/48 scale, Siedlce will release injection-molded kits of the Lublin R XIII and RWD-13.

"Vacuform kits in 1/48 scale include a PZL P-23 Karas from Miniplast (Editor's note: their P-46 Sum is outstanding) and a Polikarpov I-16 Type 24 from WAKU."

Janusz Ledwoch (SAFCH #780), PO Box 106, 00-961 Warsaw 42, POLAND

CURTISS JN-4 "JENNY"

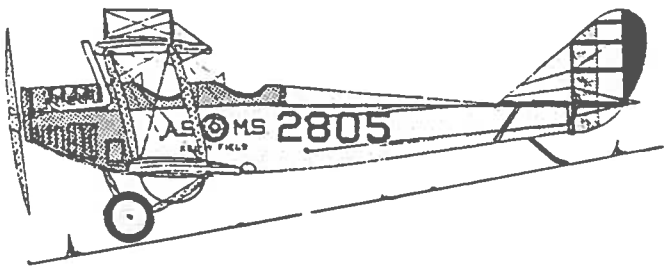
CURTISS JN-4, 1/72-scale vacuform kit by Classic Plane, Mollineys Nocken 6a, 4300 Essen 15, WEST GERMANY.

Here is a kit for which all modelers of 1/72-scale aircraft have been waiting a long time. While the instruction sheet includes color schemes for a Royal Navy Air Service JN-4A and a Canadian JN-4C Canuck, I suspect that even the most dyed-in-the-wool modeler of small-air-force aircraft will do his model in US Air Service markings.

The kit is molded on one sheet of thick white plastic 12.5 cm by 23 cm. The flying surfaces are again single-sided with appropriately subdued rib detail. The louvers and panels on the fuselage are particularly well done. Alternate set of vertical and horizontal tail surfaces and two pair of lower wings are provided to allow construction of several different versions. The engine consists of 8 parts and is quite useable until such time as Aeroclub comes out with a Liberty engine. Two types of propellers are included as well was a pair of nice seats and good wheels. Three lengths of airfoil-section strut material compete the kit.

The differences between the various versions of the Jenny are clearly explained and illustrated with good 1/72-scale 3-view drawings on the instruction sheet. To allow the modeler to build the float, ambulance, and Hispano-powered versions of the Jenny, Classic Plane is planning a Conversion Set for the future. Also in preparation are separate kits for the Twin-Jenny and the N-9.

Classic Plane kits can be bought direct from D. Schorsch, Mollineys Nocken 6a, 4300 Essen 15, WEST GERMANY, or from Libramodels at the address listed above. Libramodels offers both the Jenny and the Hansa Bandenburg D.I for Ł3.30 plus Ł1.60 postage. This price hold for all the small and medium size Classic Plane kits. Coming soon from Classic Plane is the Martinsyde Buzzard. (I wonder is anyone dares to do any scratch building any more? It seems like everything we ever wanted is coming out, except many kits of the aircraft from between the wars.)



EAST EUROPEAN KITS FOR TRADE

"I have for trade more than 80 NOVO/FROG kits (Whitley, P-39, Wellington Ic, P-51A, P-40B/C, Vengeance, Sea Fury, Ventura, Sea Vixen, Britannia); Polish vacuform kits (Yak-11, Yak-15, Yak-17, P-51B/C, Me-109E, LaGG-3, PZL 130 Orlik); Czech, East German, and new Soviet kits (I-16, MiG-21SMT, MiG-3, Su-2, Yak-6, Yak-4). In return I want kits by Revell of Japan, LS, Supermodel, Monogram (1/48); books such as Maru Mechanic, Koku Fan Specials, In Action, etc.; and Microscale decals."

Bogdan Braniewski (SAFCH #802), ul. Targowa 3, 09-100 Plonsk, POLAND

BULGARIAN INSIGNIA, MIG DECALS, & RECENT KITS

"I have read your review of the Czech decals for the MiG-15 in which you stated that numbers are missing for some of the aircraft. The text that accompanies these decals says that numbers can be taken from KP's kit for the MiG-21MF. The next sheet of decals will be for the L-39 Albatros, but nobody knows when this will be released.

"The correct Bulgarian insignia is a red star with white and thin red outline (as the Soviet insignia) with small green/white/red (from outside to center) roundel inside. This is the present-day marking; there were two or three modifications in the previous times.

"There is a new kit, a MiG-21MF in 1/48 scale, about to be produced by OEZ (Orlicke Electrtechnicke Zavody) in Letohrad. Three schemes should be included - two Czech and one Soviet. Test shots are very good with a well-done cockpit and a choice of underwing accessories. Price will be high - five to six times more than the average 1/72-scale KP kit.

"There is also a new MiG-21SMT in 1/72 scale from a Soviet producer in Minsk. This kit has the oblique nose and wider top fuselage of the SMT version. Underwing stores include two types of air-to-air missiles, 1000 and 500 kg bombs, two types of drop tanks (normal and small), and air-to-ground missiles. Decals are poor, but Microscale offers one sheet that includes the SMT version.

"I am a Czech modeler and chairman of our local plastic modelers club. I am mostly interested in the Pacific War, but also in recent local wars such as in the Falklands, Israel/Arab, and Iran/Iraq. I am interested in exchanging kits etc. with Western modelers.

Vadimir Stepanek, Vitezna 1558, CS-274 01, CZECHOSLOVAKIA

THE GRIFFIN AND THE JUNKERS

"In reply to a letter in SAFO #41, the insignia on the nose of the Junkers K.37 is the head of a griffin, a mythological monster with a head of an eagle and the winged body of a lion. It appeared first in Mesopotamia and Egypt, and was then adopted by Greek religion (as a guard for Apollo's treasures) and thereafter by Roman art. It was very popular in medieval heraldry as the coat of arms of many knight families and the heraldic arms of towns, mainly in Germany but also in Poland. I suppose also in other countries, but I am not sure.

"The griffin has almost faded away in Poland except for some crests, but even here it has been given a more realistic eagle's head. Germany has been more conservative of its griffins, keeping then in the traditional shape, often with a distinctive tongue. It was also the badge of a German Air Force unit during WWII, but I do not remember which unit.

"Unfortunately, I do not know why it appeared on the K.37, but very similar photographs of K.37s appeared in "Junkers und seche Flugzeuge" published in East Germany in 1986"

Wlodzimieiz Wojdalski (SAFCH #673), ul. Lesna 6a, 05-822 Milanowek, POLAND

CAMBODIA, KHMER, OR KAMPUCHEA?

"It was nice to see some Cambodian and Lao aircraft in MIG MANIA (SAFO #42), although a couple of question do arise. The first one is a minor matter of consistency. If the name 'Cambodia' is used for the royal period and 'Kampuchea' for the communist one, why isn't 'Khmer' used for the republican period of 1970-1975? The MiG-17F (illustration #89) belongs to the Khmer Air Force.

"In the case of the Laos People's Army Air Force MiG-21FM (illustration #95), it is quite unlikely the old royal emblem (tricephalous elephant on red) would still be used in 1980. (Although the red background would be appropriate communist color, it is an exception in Laos. The current flag of the People's Democratic Republic is that of the Patriotic Front of Laos, or 'Pathet Lao', since 1945, even though the Kingdom of Laos flag was used from 1947 to 1975.) If the artist should find out anything to the contrary, please let us know.

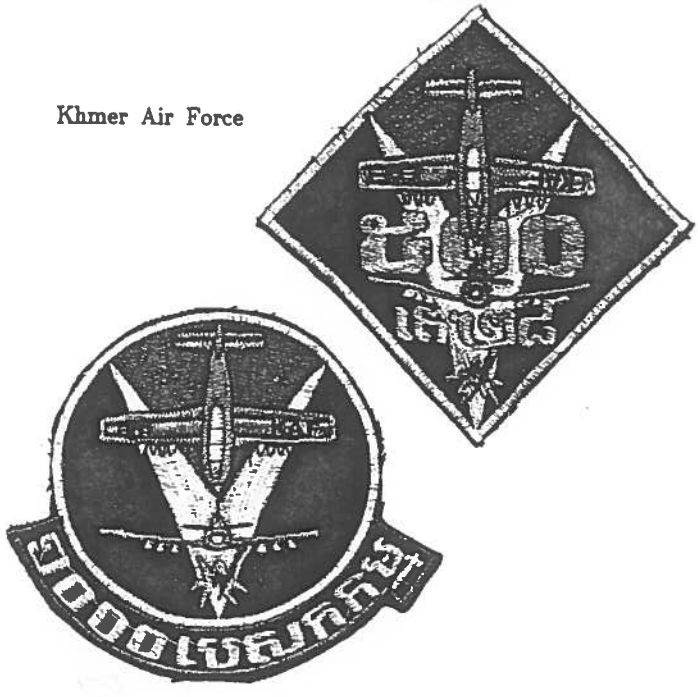
"Likewise, it might be worth remembering that the flag/emblem of Democratic Kampuchea consisted of the three temple towers as illustrated, while the current Kampuchean government used five towers in a more stylized manner. During times of turmoil, of course, not all aircraft insignia can be immediately repainted, so that some overlap may be expected on occasions.

"In a somewhat related vein, I'm enclosing photocopies of two Khmer Air Force flight-suit emblems, signifying 500 & 1000 mission flown in T-28Ds. Note the KAF insigne on the starboard wing and 'KAF' on port wing (although facing a different way on one). Can this marking system be backed up by any photographic evidence?"

"Just for the record, the full names for Laos and Cambodia are: Kingdom of Laos (1947-1975), Lao People's Democratic Republic (1975-); Kingdom of Cambodia (1948-1970), Khmer Republic (1970-1975), Democratic Kampuchea (1975-1979), People's Republic of Kampuchea (1979-)."

Ted Koppel (SAFCH #118), 3520 N. Rolling Rd., Baltimore, MD 21207

Khmer Air Force



LATIN AMERICAN UPDATE

"Finally had a change to sit down and jot off a few lines after reviewing SAFO #42: On page 56-57, Wayne Denny made a mistake by reversing the wing insignia, something that happens a lot. Believe it or not, the flat side of the triangle is supposed to be parallel to the leading edge of th wing,and the star is similarly reversed from what you would think it should be, i.e. one point should face aft. Also, Wayne did not include the EAED's s/n "23" which was carried on the upper right and lower left wing as well as on the fuselage aft of the rear gun position.

"Have you had a chance to see the Honduran Air Force piece in AIR ENTHUSIAST #31? The cut it down awfully, and didn't do any of the art work or annex material I labored over. I'm attempting to interest AEROFAX in doing a DATAGRAPH on the FAH using the majority of the material including the bulk of the photos AE didn't use.

"The Latin-American Mustang DATAGRAPH is doing very well, and I truly am grateful for the marvelous review that you did on it. It may interest you to know that the Mustang book is going into a second printing: I believe this is the first AEROFAX product to do so,

"I have a self-imposed deadline to have the manuscript of the F-47 book to AEROFAX by Christmas: I have some interesting material. I would like to appeal to SAFO readers for any F-47 gems they might have that would compliment the DATAGRAPH."

Daniel Hagedorn (SAFCH #394), 912 Davie Lee, Coppeas Cove, TX 76522

NEWS FROM EMBRAER

The Argentine Air Force formally took delivery today (21 May 1987) of the first five EMB-312 Tucano trainers of an order for thirty it has recently placed with Embraer. The aircraft were delivered during ceremonies at the company's plant with the participation of the Chief of Staff of the Argentine Air Force, Major Brigadier Ernesto Horacio Crespo, and the Service's Commander of Material, Brigadier Ruben Antonio Corradetti.

Two other batches of five aircraft each are scheduled for delivery in June and July, the balance following from October onwards at a pace of two aircraft per month until June next year, when the last aircraft of the original order will be handed over.

The Argentine Air Force thus becomes the eighth air service in the world to have selected the Brazilian-built aircraft to train its pilots. With the addition of Argentina as the latest EMB-312 Tucano customer, the type's firm sales and purchase options were pushed up to 586 units, of which 281 have now been delivered. Countries whose air forces have ordered and are currently operating the EMB-312 Tucano are: Brazil, Honduras, Egypt, Iraq, Venezuela, United Kingdom, and Peru.

POLISH MILITARY-REGISTRATION NUMBERS

"Polish military registration numbers (similar to British serials) appeared on both sides of the fuselage from shortly after the time of the founding of the Polish Air Force until about 1930 when they disappeared from the starboard side, thereafter remaining only on the port side."

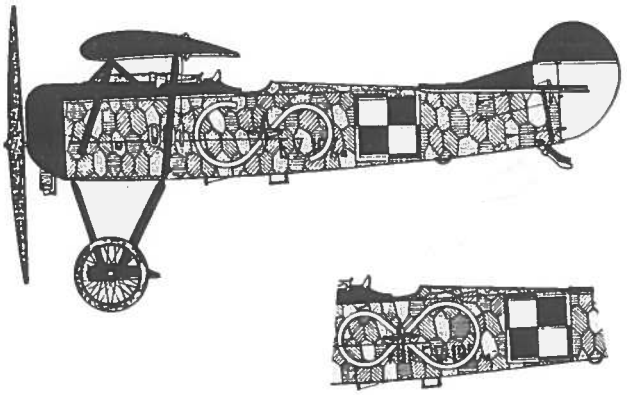
Kris Choloniewski (SAFCH #96), ul. Sabaly 21m30, 02-174 Warszawa, POLAND

STEFAN STEC'S FOKKER D.VIII

"In a recent review of the Merlin kit of the Fokker D.VIII (SAFO #42), I expressed my delight that decals were included for Stefan Stec's aircraft which, according to the instructions, had an overall dark-green color, thereby avoiding the difficulties of applying a lozenge scheme. Since writing that review, I have received PLANY MODELARSKIE #129 (Nr. 1 1986) on the Fokker D.VII and D.VIII. This was written and illustrated by Wieslaw Baczkowski (SAFCH #124) who is well known for his outstanding research and excellent draftmanship. Included are color drawings for two D.VIIIs flown by Lt. Stec while serving with the Lwowskiej Grupy Lotniczej (Lwow Air Group). Unfortunately, both aircraft have their fuselage finished in a lozenge pattern.

"The personal insignia represented on the Merlin decal sheet, a horizontal "S", appears on Fokker 197/18. The fuselage sides, top, and bottom are covered with lozenge fabric, while the top and bottom of the wings and horizontal tail are painted dark green, as is the cowl and upper deck of the fuselage back to the cockpit. The rudder is red and white divided horizontally with the red on top, and Polish national insignia, with borders, are carried in six positions. (The wing insignia are not the wrap-around type supplied with the Merlin kit.) The aircraft number "001" appears in white on the fuselage in front of the personal insignia and the aircraft registration "EV 197/18" is carried on the fuselage with the rear arm of the "S" overlying the "97". The wheels are uncovered.

"Fokker 195/18 carries an identical finish, but with the following differences in markings. The personal insignia consists of a horizontal "8", the wing insignia are of the wrap-around type, the aircraft number is "002", and the aircraft registration ""FOK EV 195/18" is position with the "0" below the star of the

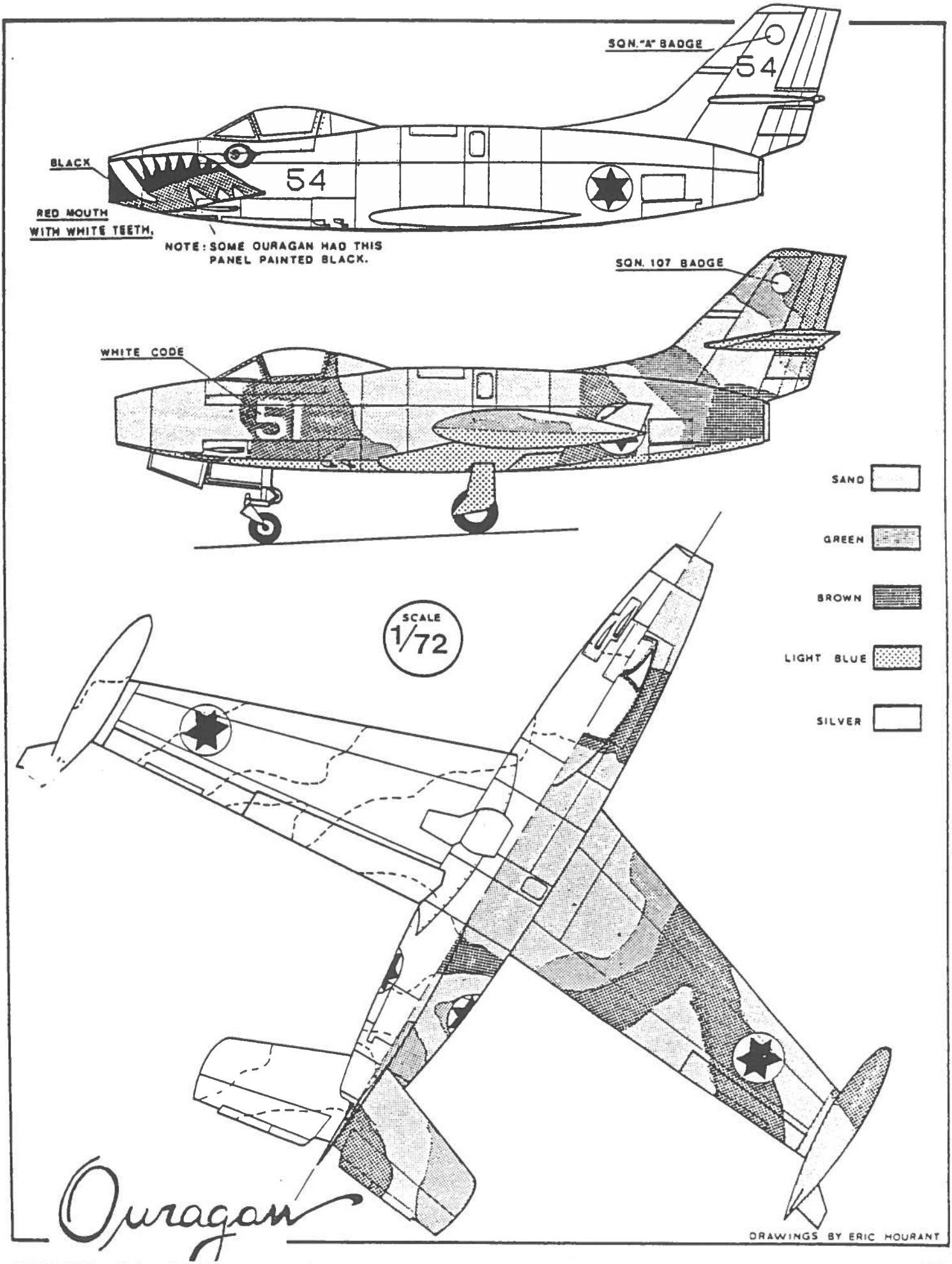


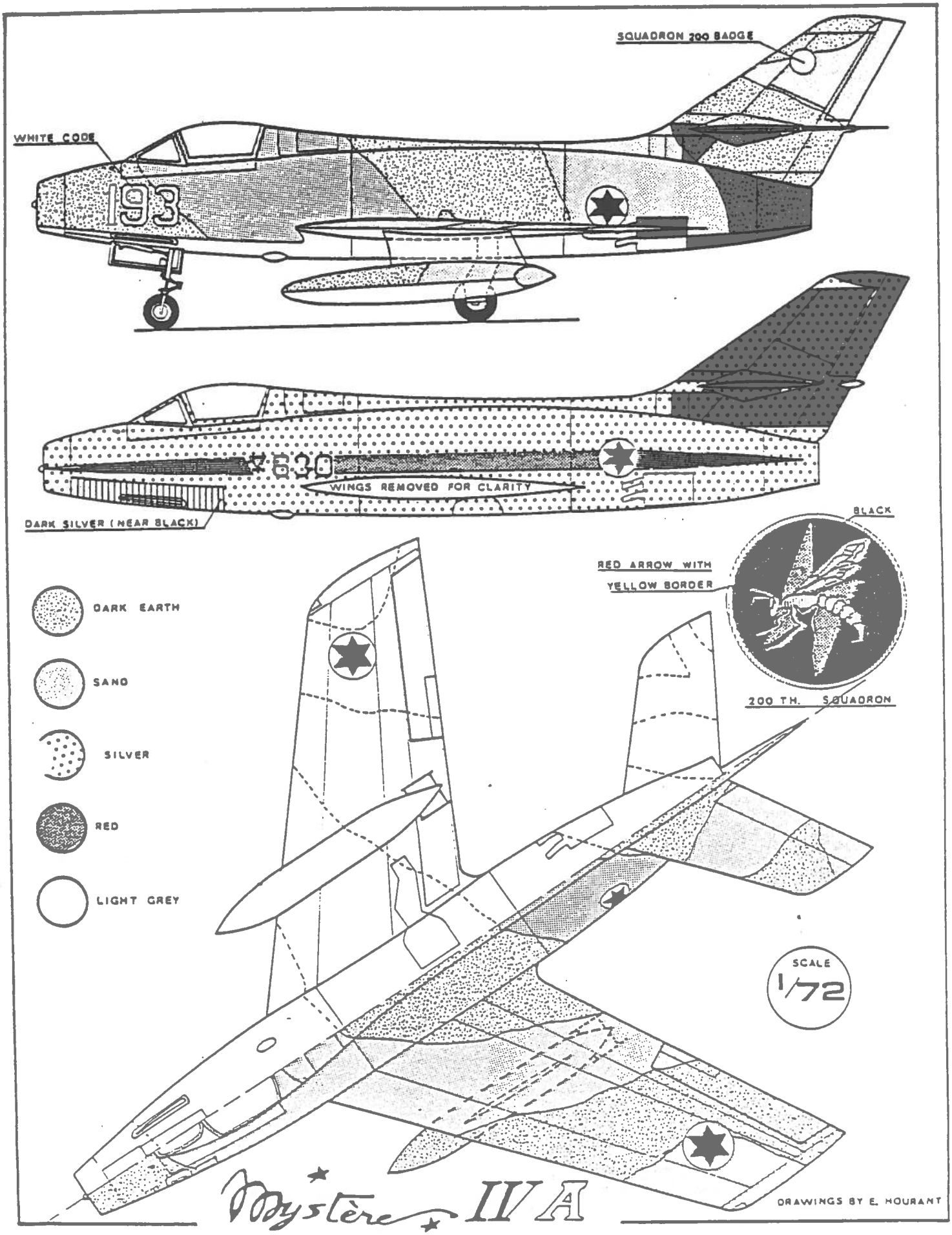
personal insignia and with the "8" passing over the "F", "E", and "5". The wheels ware covered.

"An overall dark-green Polish D.VIII of the 15 Eskadry Mysliwskiej is illustrated, but there is no personal insignia or aircraft numbers and the Polish insignia (with border) is carried in eight positions (wings, fuselage, and tail). This would a simple model to paint (although the wheel are uncovered), but how boring. There doesn't seem too much choice, get out the lozenge decal and four spare bordered Polish checkerboards, and get to work.

The Editor (SAFCH #1)

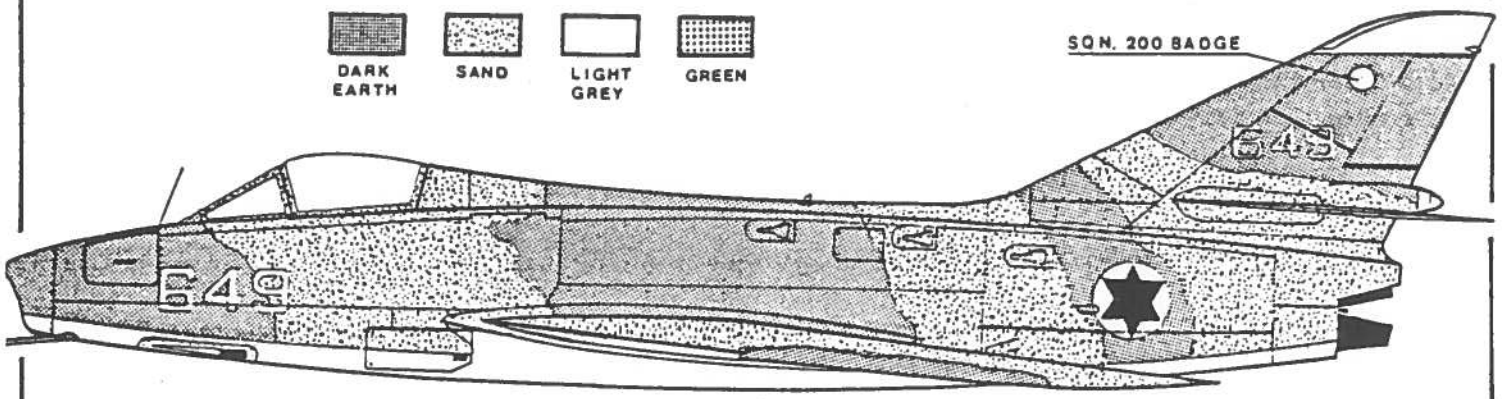
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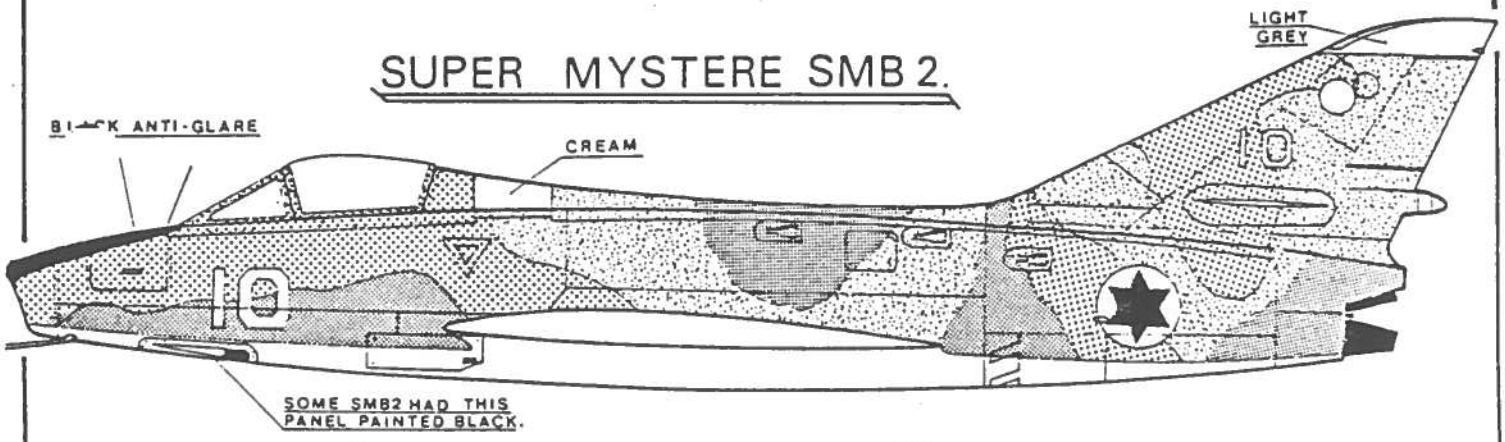


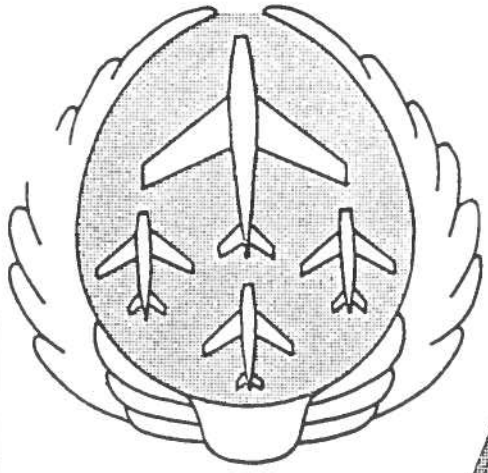
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SUPER MYSTERE SMB 2.





SMB-2 PILOT FORMED IN FRANCE.

DRAWINGS BY E. HOURANT

TNI-AU PART 8

BAe Hawk T.53, LL-5318; 103 Skwadron (1984).

Colour scheme: Light grey undersurfaces and upper wing surfaces. Gloss white fin and upper surfaces of the fuselage. Insignia-red fuselage stripe and tailplane. Yellow wing tip and fin stripes outlines in black. Gloss black TNI-AU and serials. Matt black antiglare panel, serials, and intake step. Silver pitot tube.

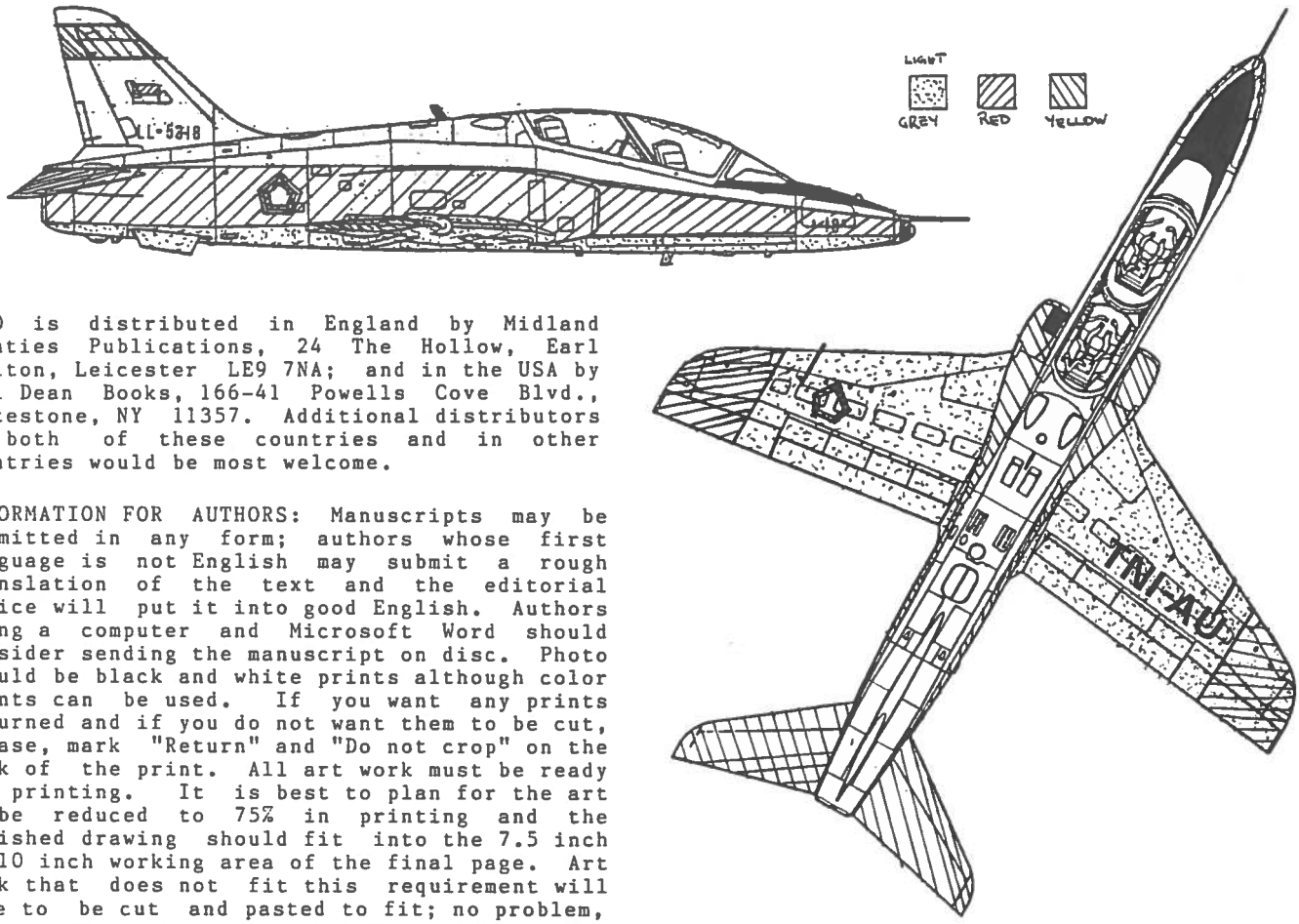
Insignia: Red & white pentagons (outlined in white on the fuslage) in four posiitons and red & white fin flash with a thin black outline.

This is the latest colour scheme for the TNI-AU's Hawks which are being flown by 103 Skwadron of No. 1 Wing Pendikan (1 Flight Training Wing). The other two Skwadrons of No. 1 Wing Pendikan are 101 Skadron with AS Bravo basic trainers and 102 Skawdron with Beech T-34C's.

In the references listed below, the aircraft is shown in a colur photo of the portside and in FLIGHT INTERNATIONAL it is mentioned that this scheme is used by the TNI-AU's aerobatic team. To my knowledge, the TNI-AU does not have an aerobatic team, but if anyone has information to the contrary, please let me know.

References: FLIGHT INTERNATIONAL, 26 May 1984; AIR PICTORIAL, Sept. 1984; and AIR INTERNATIONAL, Dec. 1984.

Mick Mirkovic (SAFCH #465), 11/32 Curlewis St., Bondi, NSW 2026, AUSTRALIA



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AIR AFRICANA (Published by ASA: see address above)

1/87 (20 pages) "42nd Anniversary if 32 Squadron" 4 pages including 3 photos (AM3C & Cessna 185) and a side-view drawing (AM3C). Photos: Brditschka Scanliner 'OE-9267', Lesotho Police Mobile Unit Mi-2 'PMU-8', and SAAF C-47. "Aircraft Modelling: Curtiss P-40 Variants" 2 pages including drawings & table of differences.

THE GOLDEN JAW (IPMS Johannesburg, PO Box 186, Honeydew 2040, RSA) (See the REVIEW section of this issue of the SAFO for more details on this new magazine.)

#1 (24 pages) "Westland Wessex HU.5" 10 pages including 4 photos and 5 pages of drawings.

SWITZERLAND

VIRUS PLASTICUS (IPMS Switzerland, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern; 4 issues for Sfr 24).

1/87 (32 pages) 10th Anniversary Issue includes 64 photos of Swiss aircraft (MS-406, Me-109E/G, P-51D, DH-100 Vampire, DH-112 Venom, DH-115 Vampire Trainer, F+W N-20 Aiguillon, FFA P-16, Alouette II/III, Ju-52/3m, Do 27, Pilatus P-2, P-3, PC-6, PC-7, AT-6, Twin Bonanza, F+W C-3605, Hunter Mk58/68, Mirage IIIS/RS/DS/BS, & F-5E/F).

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues $ 20.00; tax deductible).

4/87 #114 (988 pages) "The American DH-4" 11 pages including 21 photos and one side-view drawing. "Early Aviation in Russia" 12 pages including 12 photos (Sikorsky helicopter #2, BIS-2, Type 6, S-6B, Grand, & Il'ya Mouromets). "Engines (Part 2)" 10 pages including 2 drawings (Benz BZ.IIIbv & BZ.Vb). "The Thulin Engine Fable" 5 pages with 3 pages of drawings of Oberursel U.I and Siemens-Halske SH.1/2/3). "Cockpits/Instruments" 9 pages of drawings and photos. "Bristol Fighter" 3 pages of factory drawings.

SKYWAYS (World War I Aeroplanes, 15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues $ 20.00)

Last issue received 1/87.

DIRTY PLASTIC (IPMS Phoenix, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for $6.00 USA or $9.00 elsewhere).

Spring 87 (20 pages) "ND 52 Conversion" 3 pages with 3 side-view drawings of Spanish aircraft. "Buffalo!" 4 pages on correcting and converting existing 1/72-scale kits including drawings of F2A-1/239, F2A-2/339, F2A-3/439. "PZL P-24" 3 pages on converting the Heller or Revell kits of the P-11C to P-24 including 3 side-view drawings (Greek & Turkish).

IPMS HAWAII (1650 Lehia St., Honolulu, HI 96818; $5.00 for mainlanders and $6.00 for those overseas).

Last issue received #24.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 1810 Michael Faraday Dr., Suite 101, Reston, VA 22090; 4 issues $6.00 for US, $7.00 all others).

#62 March 87 (16 pages) "Getting Out in a Hurry: Stencel" 2 pages with drawings. "Cramped, Cold, Comfortless" one with drawings of Caudron G II and RE-8 cockpits.

#63 June 1987 (16 pages) "Pioneer Douglas: The DT-2" 5 pages including 7 side-view drawings (one Norwegian DT.2B) and instructions for converting the Williams Brothers kit of the Douglas World Cruiser. "Getting Out in a Hurry: NACES Seat" one page of drawings.

ANNUAL SAFCH MODEL CONTESTS?

"By the way, an idea has been rolling around in my head. Why doesn't the SAFCH hold a model contest? We could incorporate a small-air-forces theme and, to make judging easier, have just one aircraft type widely used by the small air forces, say the C-47, T-6, MiG-21, or T-33. All entrants could mail a single entry for judging and maybe we could give prizes and print photos of the winners. Ever consider this?"

Bill Retoff (SAFCH #596), RR 2, Box 6, Minonk, IL 51760

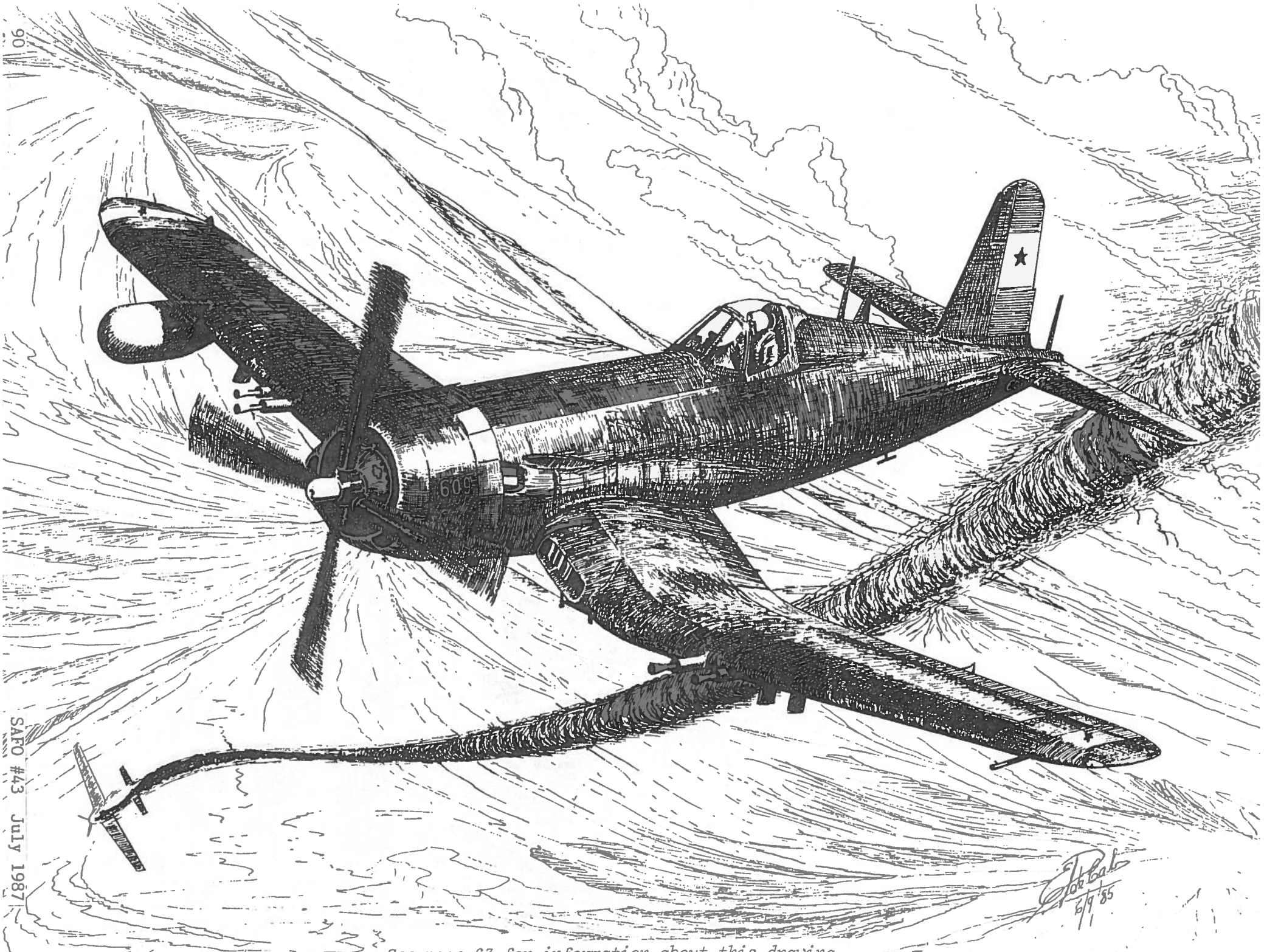
(Editor's note: The idea of a SAFCH model contest is very interesting. However, before going ahead with this, I would like to hear from other members about how they would like to see such a contest run. To start things out, here are some of my own ideas: Only SAFCH members can enter; no entry fee; entries by color photo or slide; no limit on entries but only one photo per entry; topic limited by country or event rather that type of aircraft; categories in ejection-molded or resin kits, major conversions, vacuform kits, and scratch-built; judging by a point system that gives substantial credit to unusual color schemes or unusual aircraft; sources of color schemes referenced; prizes consisting of $7.00 credit to be applied to extending the winners subscription, obtaining a subscription for a friend, or purchasing items from the Sales Service; photos of the winning model to appear in SAFO. OK you modelers out there, let hear your ideas about all the above and about other things such as how often we should hold the contests, from where should the prize money come, and who will do the judging.)

SAFCH AWARDS AT LOCAL MODEL CONTESTS

"I'd like to sponsor Alan Durkota for a one-year subscription to SAFO. Alan won the Small Air Forces Award at the most recent Worcester County Scale Modelers' (IPMS Worcester) contest. His model of the Libramodels Macchi M.7 in Italian markings was just gorgeous. This was only his fourth vacuform model and I can't wait to see his next one.

"This award isn't new to our contest, the problem has been that SAFCH members Bob Coleman and I have been winning it on alternate years, so we just give each other the money and re-subscribe as usual. At our next meeting, I'll ask Bob to go in halves with me so that we will be able to add a new face to SAFO every year."

Rod Rixham (SAFCH #583), 8 John St., Millbury, MA 01527



See page 63 for information about this drawing..